

# The Mining Journal

## AND COMMERCIAL GAZETTE.

No. 106.—Vol. V.]

LONDON: SATURDAY, SEPTEMBER 2, 1837.

[PRICE 6D.]

**MINING AND RAILWAY SHARES, REVERSIONARY INTERESTS, &c.**  
**M. C. WARTON'S NEXT PERIODICAL SALE** of the above description of property will take place, by Auction, at the Mart, on Wednesday, the 20th of September, at Twelve o'clock, and will include SHARES in several VALUABLE MINES, including Carzize, Hallan Beagle, Kellaweris, and other shares. Particulars may be had, in due time, at the Mart; and of Mr. C. Warton, Auctioneer and Estate Agent, 35, Threadneedle-street.

**MINE MATERIALS.—TO BE SOLD BY AUCTION,** at NORTH CORNWALL MINES, in the Parish of Perranabuloe, on Tuesday, the 3rd day of September next, at Ten o'clock in the Forenoon, the following

**MINE MATERIALS.**  
(Unless previously disposed of), consisting of  
One 63-inch CYLINDER STEAM-ENGINE.  
One 36-foot Water Wheel.  
One very good Hoiler (Eleven Tons).  
Two Capstans and Shears.  
One Large Balance Rob.  
One very good Capstan Rope, 15-inch.  
One ditto ditto, 10-inch.  
Three fathoms 17-inch Pumps.  
Twenty-four ditto 16-inch ditto.  
Forty-eight ditto 15-inch ditto.  
Eighteen ditto 12-inch ditto.  
Six ditto 9-inch ditto.  
Seven ditto 7-inch ditto.  
Two 17-inch 11 piece, Top Door and Windbores to suit.  
One 15-inch Working Piece.  
One 14-inch ditto ditto.  
One 13-inch ditto ditto.  
One 10-inch ditto ditto.  
One 12-inch Windbore.  
One 16-inch ditto.  
One 11-inch ditto.  
Two 16-inch ditto.  
Two 16-inch Plunger Poles, Stuffing Box and Gland to suit.  
Thirty-three fathoms of 13-inch Rods.  
Thirty-six ditto of 12-inch Rods.  
Several Whim Ropes.

Old and New Iron, Anvils, Smith's Bellows, Smith's Tools, Whim Sheaves, Horse Whims, Whim Chains, Ladders, Old Timber, with a large quantity of other articles too numerous to particularize. Application to be made to the Agents, who will give daily attendance for the purpose of SELLING BY PRIVATE CONTRACT OLD TIMBER, &c. &c. H. F. STEPHENS, Auctioneer.

**TO MINE PROPRIETORS.—A Person of practical Mining** knowledge, in the habit of superintending Mining operations, and keeping working plans and models of the monthly progress, is willing to engage with a London management, with a view of carrying on the works of a mine upon a partly new and wholly economical principle; in the event of engaging, vacancies will be required for six able miners, a mine carpenter, and an intelligent and practical mine agent, as their union will materially aid the system which is recommended; there is no objection to any part of England or Ireland. In union with the system adopted, moderate salaries will suffice; respectable references will be given; letters addressed to A. P., post-paid, to Post-office, Redruth, will meet attention.

**ALBION COPPER MINING COMPANY.—At a Special** General Meeting of the Shareholders (who had paid the Seventh Call of Five Shillings per share), held this day, by advertisement, at the Company's office, it was resolved—That it is expedient that this Company be dissolved.—That in order to carry the foregoing resolution into effect, the Directors do, and they are hereby empowered, to enter into an arrangement with the owners of the mines for the dissolution or surrender of the Leases granted by them to the Company, and that the Directors do forthwith take steps for winding up the affairs of the said Company, and do proceed to sell and dispose of the Engine, Machinery, Utensils, Implements, and property whatsoever, on and belonging to the said mines; and do, out of the proceeds of the same, satisfy and pay all claims and demands on the said Company, and divide the surplus of the assets amongst the Shareholders who have paid up all the Calls, according to their respective interests in the same.

The terms of the Prospectus, requiring that one of the Directors should retire from office on the 1st of September, 1837, it was moved and seconded—That the present Directors be requested to continue in office, to wind up the affairs of the Company, and that the cordial thanks of the meeting be given to them for their past services. By order of the Directors, HENRY WEBB, Secretary.

**BRITISH SCIENTIFIC ASSOCIATION.—LIVERPOOL** MEETING, 1837.—Full Reports of the Proceedings of this Meeting, to assemble on the 11th of September, with Abstracts of the more important Papers read in the Sections, will be given in THE ATHENÆUM. The Report of the Bristol Meeting, 1836, occupied above 140 columns, three double numbers being given; and such arrangements have been made, as to induce a hope that the present will be equally full and satisfactory. Persons desirous of possessing the Report should give orders immediately to their respective booksellers for the Monthly Parts of the Athenæum, that copies may be received with the monthly parcels.

**BRITISH TIN MINING COMPANY.—Notice** is hereby given, that the General HALF-YEARLY MEETING of shareholders in this Company will be held at the George and Vulture Tavern, Cornhill, on Tuesday, the 12th day of September, at One o'clock precisely.—N.B. The audited accounts will lie at the office for the inspection of shareholders on the Saturday and Monday previous. W. CODNER, Sec.

**PERRAN CONSOLIDATED MINING COMPANY.—The** Shareholders are hereby informed, that all shares upon which the third call of Ten Shillings per share has not been paid upon, are absolutely FORFEITED; and those shares upon which the fourth call of Ten Shillings per share (making, in the whole, Three Pounds per share) now overdue, if not paid on or before the 6th of October next, will also be declared absolutely FORFEITED: such call to be paid to the bankers of the Company, Messrs. Vere, Sapte, and Co., 77, Lombard-street. SALTER'S-hall-court, Sept. 1. HALL, THOMPSON, and SEWELL, Solicitors.

**TRELEIGH CONSOLIDATED COPPER MINES.—Notice** is hereby given, that a further CALL of TEN SHILLINGS per share has been made, payable to the Company's bankers, Messrs. Vere, Sapte, Banbury, and Co., Lombard-street, or to the Western District Banking Company, Truro, on or before the 12th day of September next; and that all shares on which the above call shall not be paid within one month after that day will be absolutely forfeited. By order of the Directors, J. BAWDEN, Secretary.

**TREBURGET MINING COMPANY.—The Directors** hereby give notice, that the period of thirty days allowed for the payment of the Second Call of Five Shillings per share, made on the 9th of May, and payable on the 9th instant, to Messrs. Vere, Sapte, Banbury, and Co., bankers, Lombard-street, WILL EXPIRE on the 8th of September next; and that all shares which shall then remain unpaid will be subject to forfeiture. 6, Austin-frirs, August 29.

**TREGOLLAN COPPER MINING COMPANY.—The Directors** hereby give Notice, that a SECOND CALL of TEN SHILLINGS per share has been made payable at the offices of the Company, 14, Bishopsgate-street-within, on or before Thursday, the 21st day of September last. Tregollan Copper Mining Offices, 14, Bishopsgate-street.

**DURHAM COUNTY COAL COMPANY.—FIFTH INSTAL-**MENT.—Notice is hereby given, that the Directors of this Company have resolved, that a CALL of FIVE POUNDS per share be now made, payable on or before the 20th of September next; and the shareholders are requested to pay the same to the bankers, Messrs. Williams, Deacon, and Co., Brechin-lane, London; or to the Darlington District Banking Company; or any of their Branches at Stockton, Northallerton, Stokesley, and Barnard Castle. A list of the number of the shares to be paid upon must be given to the bankers at the time of payment; and the shareholders are desired to produce their certificates, with the bankers' receipt, at either the Company's offices in London or Darlington, that the payment may be certified thereon. The Directors particularly call the attention of such of the shareholders as are in arrear, to the conditions printed on the back of the scrip, and they are desired to take notice, that those conditions will be put in force. By order of the Directors, WM. BEDFORD, Sec.

**RIO DOCE COMPANY.—At an Adjourned Special Meeting** of the shareholders of this Company, held pursuant to advertisement, at the City of London Tavern, on Wednesday, the 23d ult.

T. G. MARGARY, Esq., in the Chair.

It was resolved unanimously, That in accordance with the resolutions now read and confirmed, those shares on which the call of One Pound per share was not paid on or before the 19th instant be declared absolutely Forfeited.

Resolved unanimously, That an issue of new shares equivalent to the number forfeited be made by the Directors, who are to give the pre-emption of purchase, at any time within four months, to the present holders of shares, in proportion to the number of shares held by them, at par, or  $\frac{1}{2}$  per share.

Resolved unanimously, That with respect to any such new shares not taken up by the present proprietors at the end of four months, the Directors shall be at liberty to sell the same to the public at not less than par, or  $\frac{1}{2}$  per share.

By order of the Directors, ROBERT MESSER, Sec.

**ROYAL CORNWALL POLYTECHNIC SOCIETY.—All** Plans, Models, Essays, &c. intended to compete for the PREMIUMS offered by this Society must be sent to the Secretaries, VERNER, on or before the 16th of September next, excepting those for the Premium offered by Sir C. Lemon, Bart., and R. W. Fox, Esq., for which a further time of a fortnight is allowed. By order of the Committee.

LOVELL SQUIRE, Secretaries,  
THOS. B. JORDAN, Falmouth.

N.B.—Competitors for PRIZES need not send in their articles till notice is given of the Exhibition, which is intended to be held early in October.

ADDITIONAL SUBSCRIPTION TOWARDS THE BUILDING FUND:  
J. T. Price, Neath, £5.

**LONDON AND GREENWICH RAILWAY.**  
GEORGE MONEY, Esq., Chairman.  
JOHN YATES, Esq., Deputy-Chairman.  
William R. Hodges, Esq.,  
Rev. James Macdonald,  
Captain Robert Page.

A. J. Valpy, Esq.,  
W. W. Smith, Esq.,  
William Duckworth, Esq.,  
J. B. Thornhill, Esq.

The Directors beg to assure the Shareholders, that they most cordially join in the suggestions of the "Committee of Proprietors, in recommending the Proprietors to subscribe, and to subscribe promptly, among themselves for the new shares," to enable them at once to complete this great and important undertaking, which they have no hesitation in ascribing will be highly beneficial to the Proprietors.

It will have been observed that, by the report of the late proceedings, an engineer of the highest character has given an opinion—"That the structure is sound, well constructed, and in every way calculated for the purposes for which it was originally designed and intended."

At a meeting, held at the City of London Tavern this day, the following resolutions were moved and carried with one dissent only:—"That this meeting be of opinion that it is of vital importance to the well-being of this undertaking, that the railway be immediately completed to Greenwich."—"That the arrangement suggested by the Chairman for raising the funds to complete the railway, namely, 'that new shares be created, payable with interest at five per cent., to raise the sum of £150,000, that £10 be paid on such shares on or before the 15th day of September inst., and the remainder on or before the 15th of October and 15th of November, by instalments of £5 each, with the option to pay up the whole on or before the 15th day of September, and that interest at  $\frac{1}{2}$  per cent. shall be paid from the time of such payments respectively, and the proprietors present be invited to subscribe forthwith; and that if subscriptions be not given for 3000 shares, then, that the names of those who may have subscribed may be withdrawn,' be sanctioned and approved by the present meeting."

Applications for new shares to be made at the Company's offices, London terminus, on or before the 9th of September inst.

By order of the Board, J. Y. AKERMAN, Sec.

London Terminus, 1st Sept., 1837.

**LONDON AND BRIGHTON RAILWAY COMPANY.—**Notice is hereby given, that the subscribers to the respective lines of railway from London to Brighton, who intend to avail themselves of the provisions of the Act of Parliament, by applying to exchange shares in the old Companies for the new shares, must give notice to that effect (printed forms of which may be had at the Company's offices) without delay, as the period for that purpose will EXPIRE on the 6th day of September next.

By order of the Directors,  
THOS. WOOD, Sec.

London and Brighton Railway Company's office,  
71, Lombard-street, Aug. 18.

**BIRMINGHAM, BRISTOL, AND THAMES JUNCTION** RAILWAY COMPANY.—The Directors of this Company, in pursuance of the provisions of the Act of Incorporation, hereby give notice, that the THIRD GENERAL HALF-YEARLY MEETING of the proprietors will be held at the City of London Tavern, on Wednesday, the 6th day of September next, for the purpose of receiving the Report of the Directors, and otherwise proceeding as is authorised and directed by the said Act. The chair will be taken at One o'clock precisely.

Office, 26, Austin-frirs, August 16. HENRY LUARD, Chairman.

**STANDARD OF ENGLAND LIFE ASSURANCE COMPANY.**  
8, King William-street, City, and 25, Regent-street, London.

**ADVANTAGES OF THIS INSTITUTION.**  
Much lower rates of premium than those of any other office. Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits. Increasing and decreasing rates of premium, to suit the circumstances and convenience of every class of policy holders.

Age of the assured in every case admitted in the policy.

Prompt settlement of claims, without dispute or litigation.

EXTRACT FROM TABLES:  
Premiums on £100, for whole term of life.

Age.	20	30	40	50
Annual Premium	£ s. d. 1 19 11	£ s. d. 1 19 7	£ s. d. 2 13 5	£ s. d. 3 18 8

The plan of the Standard of England Company presents a certain profit of greater amount than is enjoyed by the Assured in the average of cases in any other Life Office in the United Kingdom.

By order of the Board of Directors,  
W. WRIGHT, Secretary.

**NORTH AND SOUTH WALES BANK.—The Directors** do hereby give notice, that a HALF-YEARLY DIVIDEND, at the rate of Six per Cent. per Annum, on the Capital Stock of the Company, to the 30th of June, will be payable on and after the 11th of September inst., at the Head Office of the Bank in Liverpool, and at the following places, viz.—Dolgelly, Machynlleth, Festiniog, Bala, Pwllheli, Welshpool, Newtown, Llandudow, Bishop's Castle, Oswestry, Llanfyllin, Ruthin, Chester, Denbigh, Llanrwst, Carnarvon, Aberystwyth, Wrexham, Bangor, Holyhead, Llangefni, Holywell, Mold. No Transfer of Shares can be made between the 26th of August and the said 11th of September, as the books must be shut during that period.

By order of the Board,  
THOS. A. CORLETT, General Manager.

Each proprietor will be expected, on applying for his Dividend, to produce (if required) his Certificate of Shares.

**GRAND COLLIER DOCKS, ROTHERITHE & DEPTFORD.**  
Incorporated by Act of Parliament.  
Capital £550,000, in shares of £50 each. Deposit £1 per share.

The Provisional Committee of the Grand Collier Docks have the satisfaction to report to the subscribers, that the Act of Incorporation received the Royal Assent on the 15th of July last. The Report to the shareholders, with a statement of the estimated annual income and charge, and plan of the Docks annexed, may be had at the Company's office, where applications may be made for the remaining shares in the usual manner.

By order,  
JAMES SMITH, Secretary.

Grand Collier Dock-office, 28, Fenchurch-street, August 23.

**THE PATENT SAFETY FUZE,** for BLASTING ROCKS in Mines, Quarries, and for Submarine Operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne Cornwall.

**IMPORTANT COMMERCIAL MEETING IN THE CITY.**  
THE PUBLIC LEDGER NEWSPAPER.

At a highly respectable meeting of Merchants, Shipowners, and others, connected with the Shipping and Colonial Interests of the Port of London, held at the Commercial Sale Rooms, Mincing-lane, on Wednesday, the 30th of August, 1837.

JOHN GIFFORD, Esq., in the Chair.

The following Resolutions were proposed and adopted:—

Resolution the First, proposed by E. B. Kemble, Esq., and seconded by Thomas Styan, Esq.

Resolved,—That it is of the highest importance to the greatest commercial city in the British Empire, that the leading branches of its industry should possess an active and efficient organ for their advocacy and promotion.

Resolution the Second, proposed by James Cook, Esq., and seconded by J. R. Tetley, Esq.

Resolved,—That although such an instrument be at all times requisite, yet it is peculiarly so at the present moment, when party feeling and political excitement will probably engross all the energies of the metropolitan press; and that, however essential it may be to the public welfare political creeds should be maintained or refuted, yet navigation and commerce are equally identified with and inseparable from the wealth, stability, and prosperity of the British empire.

Resolution the Third, moved by John W. Buckle, Esq., and seconded by—Nikols, Esq.

Resolved,—That the New Series of "The Public Ledger," under its renewed title, is peculiarly adapted to afford to the Commercial World a just, talented, and honourable channel for conveying its interests and wishes. That, with this conviction, the present meeting pledges itself, by aiding the Circulation, by General Advertisements, and especially by all those relating to Commerce and Shipping as well as by individual and collective exertion, to promote the success of "The Public Ledger."

Resolution the Fourth, moved by C. Barry, Esq., and seconded by J. Cook, Esq.

Resolved,—That the thanks of this meeting are due to John Gifford, Esq., for his conduct in the chair.

Resolution the Fifth.

Resolved,—That the foregoing Resolutions be advertised in the usual Morning Papers.

**TO BE LET (Furnished or Unfurnished) for a Term of Years,** and entered upon at Michaelmas next, the capital MANSION-HOUSE of KILRUE, with all necessary attached and detached Offices. The House is in good repair, and is fit for the residence of a genteel family. There are about 160 acres of land, of the best quality, contiguous to the House, which are annually let in parcels. To any gentleman fond of Field Sports, the above is an object in every way worthy of attention, as the country abounds with game, and permission will be given to sport over an extensive property contiguous to the Mansion, which is within two miles of the river Tivy, famed for its trout and salmon fishing. The Tivy Side Fox Hounds and a Pack of Harriers are kept in the neighbourhood. Kilrue is situated within five miles of the post and sea-port town of Cardigan, eight miles of the post and market town of Newcastle Emlyn, twenty-eight miles of the fashionable sea bathing place and town of Tenby, and about the same distance from the county town of Haverfordwest. There are many genteel families resident in the immediate vicinity. The Proprietor's principal object is to have the house occupied, and therefore it will be let on moderate terms.

For further particulars apply to Thomas Lloyd, Esq., Bronwydd, near Newcastle Emlyn, Cardiganshire; or by letter, post-paid.

**EASTERN COAST OF CENTRAL AMERICA COMPANY.**  
—Notice is hereby given, that a CALL of ONE POUND TEN SHILLINGS per share was this day made with the consent of a majority of the shareholders, at a General Meeting convened for that special purpose, and held at the George and Vulture Tavern; and all shares on which the same shall remain unpaid for thirty days after this day will become Forfeited, and be disposed of for the benefit of the Company. The said Call is to be paid at the office of the Company between the hours of Eleven and Three o'clock daily.

Lombard-street Chambers, London, Aug. 21. LEONARD S. COXE, Sec.

**EASTERN COAST OF CENTRAL AMERICA COMPANY.**  
—The shareholders are hereby informed, that the shares in this Company must be EXCHANGED for Debentures, on payment of One Pound Ten Shillings per share, on or before the 8th of September next, in accordance with the resolutions of the General Meeting of shareholders, held at the George and Vulture Tavern, on the 14th instant.

Lombard-street Chambers, London, August 21. LEONARD S. COXE, Sec.

\* A GENERAL MEETING of the shareholders will be held on Monday, the 11th of September next, at One o'clock precisely.

**NATIONAL PATENT SALT COMPANY,** proposed to be incorporated by Royal Charter or Act of Parliament.  
Capital £300,000, in 15,000 shares of £20 each.

Attwood, George, Esq., F.R.S., &c. Smith, George Hugh, Esq.  
Mackenzie, C. Esq., F.R.S., &c. Smith, William Adams, Esq.  
Mackenzie, K. F. H., Esq. Waterton, Henry, Esq.  
Webb, Sir Henry, Bart.

John Wright, Esq. Henry Waterton, Esq.  
BARRISTERS—Messrs. Wright and Co.

Ashburnham Bulley, Esq. John Davison Smith, Esq.  
SOLICITORS—Messrs. Meggison, Pringle, and Manisty.  
SECRETARY—J. P. Anstie, Esq.

This Company has contracted for the purchase of the Wharton Patent Salt Works, in Cheshire, which are the most perfect and extensive establishments in the kingdom. The Refined Salt is manufactured on these Works by a valuable patent process, at a considerably less cost than by any other system.

The property of the Works is a Rock Mine, in full working, attached to which are all the requisite engines and machinery, and the salt is delivered immediately from the pit's mouth into the vessels which convey it to Liverpool. The line of the Grand Junction Railway passes the property, and affords great facility to the inland trade.

The supply of salt has been for a considerable time inadequate to the increasing demand, and the subscribers may safely calculate upon speedy and large dividends, with the certainty of further benefits, according as the vast capabilities of the works are developed and brought into operation under regular and good management.

The Directors take this opportunity of stating that all former interests in this property have ceased, and will be exclusively possessed by the Company. Also, that they hope to complete the purchase of a considerable part of the property in the course of a few weeks; it is therefore desirable that parties wishing to hold shares should apply for them without loss of time.

Prospectuses, and any further information, may be obtained by applying (if by letter, post paid) to the Secretary, at the Company's office, 30, King's Arms-yard, Coleman-street; or to the Solicitors, King's-road, Bedford-row.

**LONDON'S MAGAZINE OF NATURAL HISTORY.** No. IX. (New Series) for September, conducted by EDWARD CHARLES WORTH, Esq., F.R.S., Zoological Assistant Secretary to the Zoological Society, contains the following original Communications, illustrated with numerous engravings by James Sowerby, Esq. Observations on the opposable Power of the Thumb in certain Mammals, considered as a zoological Character; and on the Natural Affinities which subsist between the Bimana, Quadrumana, and Pedivana. By W. Ogilby, Esq., M.A., F.L.S., F.G.S., F.Z.S., &c. &c.—Observations on some Species of the Genus Moticilla of Linnaeus. By John Gould, Esq., F.L.S., &c.—Illustrations of the Geology of the East of Dorsetshire. By the Rev. W. B. Clarke, A.M., F.G.S.—Additional Remarks upon the proposed Genus Cyclops. By Samuel Stutchbury, Esq., A.L.S., Curator of the Bristol Institution.—Miscellaneous Zoological Notices. By J. B. Harvey, Esq., Corresponding Member of the Zoological Society, &c.—Some Remarks on the Plumage of Birds. By Edward Blyth, Esq.—Description of the Membranes of the Uterine Pectus of the Kangaroo. By R. Owen, Esq., F.R.S., &c.—On a new Genus of Land Shells. By John Edward Gray, Esq., F.R.S.—Description of a new Subgenus, and some Remarks on Birds belonging to the Family Laniidae. By George Robert Gray, Esq.—Description of a new British Wasp; with an account of its Development from the Larva to the Imago. By W. E. Shuckard, Esq., V.P.E. Sec., Librarian to the Royal Society.—Description of a second species of the Genus Manticora, brought by Dr. Andrew Smith from South Africa. By G. K. Waterhouse, Esq., Curator to the Zoological Society of London.—Also Reviews of the following Continental Scientific Periodical Works. 1. Le Règne Animal, distribué d'après son Organisation. Par Georges Cuvier. Nouvelle Edition, par une réunion d'Éléves de Cuvier.—2. Iconographie du Règne Animal. E. F. Guérin.—3. Dictionnaire pittoresque d'Histoire Naturelle.—4. Suites à Buffon, formant, avec les Œuvres de cet Auteur, un Cours complet d'Histoire Naturelle.—5. Suites à toutes les Editions de Buffon. Histoire Naturelle des Animaux Articulés. Par Laporte de Castelnau et M. Lucas.—6. Magasin de Zoologie. Par E. F. Guérin.—With short Communications, Miscellaneous Intelligence, &c. Price 2s.—London: LONGMAN and Co.

Shortly will be published, price 3s. 6d.  
(FORMING THE SECOND NUMBER OF A NEW SERIES),  
No. X.

**THE MINING REVIEW,** AND JOURNAL OF GEOLOGY, MINERALOGY, and METALLURGY.

CONTENTS:  
I.—On Metalliferous and Mineral Deposits, their general structure and apparent laws of development, by FREDERICK BURR.  
II.—Mineral Topography of Great Britain, by A. W. TOOKES, Esq., M.A., F.G.S.  
III.—Suggestions for Preserving Permanent Records of Subterranean Operations, by FREDERICK BURR.  
IV.—Section of the Crofton Railway at New Cross, by Dr. MITCHELL, F.G.S.  
V.—On the Electric Currents observed in some Metalliferous Veins, by W. J. HENWOOD, Esq.  
VI.—Geological Particulars of parts of Cliffs in the Land's End District, Cornwall, as observed in an Excursion round the Coast, from Mousehole to Cape Cornwall, in the year 1826, by R. THOMAS, C.E., &c., Falmouth.

Proceedings of the Geological Societies of London and Paris.  
Reviews of Scientific Works; Tabular Statements of the Produce of Mines, Duty of Steam-Engines, &c.; Miscellaneous, &c. &c.

No. IX., price 3s. 6d., contains  
I.—Descriptive Notice of the Quicksilver Mines of Bavaria, by FREDERICK BURR.  
II.—Remarks on a Section presented by the Cliffs at Treveigne, in the parish of Breage, Cornwall, by R. THOMAS, C.E.  
III.—Mining Statistics, by JOHN TAYLOR, Esq., F.R.S.  
IV.—Mineral Topography of Great Britain, by A. W. TOOKES, Esq., M.A., F.G.S.  
V.—On the Theory of the Formation of Mineral Veins, by FREDERICK BURR.

REVIEWS.—Dr. Buckland's Bridgewater Treatise—Dufrenoy on the Use of Hot-Air in Iron Furnaces—Smith's Miner's Guide; and other publications connected with Mining, Geology, &c. &c.—Tabular Statements of the Produce of Mines, Duty of Steam-Engines, &c.; with a copious MISCELLANEA from Scientific Works.

The publication of the MINING JOURNAL has, from the nature of the papers which are inserted, and the success attending it, in some degree anticipated the MINING REVIEW, with reference to Mining Companies, as it furnishes weekly the Correspondence from Mines, and the Reports of Public Meetings, while the numerous original articles on Geology and Mineralogy which it contains, have rendered it perfectly original and unique. From this circumstance, it will be apparent that the MINING REVIEW should undergo some change, among which, one that presents itself is that of Price, which will in future be reduced from 5s. to 3s. 6d., while the matter will be more select; a large portion of it comprehending, as heretofore, original papers, and the residue, extracts from the MINING JOURNAL, and from Foreign works, with tabular-matter, &c. The numbers will be accompanied by dates, illustrating the subjects treated on, and although the price be reduced, the articles will be of equal value with those in the preceding numbers.

London: Published by SIMPKIN and MARSHALL; and may be had of every bookseller in the United Kingdom.

**THE MINING JOURNAL AND COMMERCIAL GAZETTE.**  
The only Newspaper exclusively devoted to Geology, Mineralogy, and Metallurgy; combining therewith Reports of the Proceedings of Public Companies, Correspondence from the Mining Districts, Sales of Ores, Prices of Shares, Mines, Railways, Canals, &c., with Parliamentary Summary, London Gazette, and much original and interesting Scientific Intelligence, &c., is published every Saturday, price Sixpence, and may be had of all newspapers in town and country.

Office, 12, Gough-square, Fleet-street, London.



## PROCEEDINGS OF PUBLIC COMPANIES.

## LONDON AND GREENWICH RAILWAY COMPANY.

A meeting of the proprietors of this company was held on Tuesday last, at the City of London Tavern, for the purpose of receiving the report of a committee of shareholders appointed to investigate the accounts of the company, and to report upon the manner in which its affairs have been hitherto conducted.

GEORGE MONEY, Esq., in the chair.

The CHAIRMAN having explained the objects of the meeting, complained that the committee had not thought fit to consult the directors upon the subject of their report, and therefore they (the directors) were ignorant as to what that report contained.

Mr. HAMMOND, the chairman of the committee, a gentleman who, if we remember rightly, was chairman at a meeting of Mr. Pike's friends, in the matter of the "West Cork Mining Company," and whose prudence (although a lawyer), we should, therefore, be disposed to doubt, said that his colleagues and himself did not feel it either expedient or proper to submit their report to the directors, particularly as they felt that the gentlemen in the direction had not acted, as a body, with due regard to the interests of the shareholders. The committee had, however, the satisfaction to state, that notwithstanding the difficulties which the company had to encounter, the undertaking was likely to be most profitable to the shareholders; and he had further the pleasure of stating to the meeting, that the railway was now paying three per cent. upon the shares. The committee regretted that they had not received from the directors that co-operation which they were induced to expect. The committee, however, were compelled to state, after a long and painful investigation, that the directors had not fulfilled their duties as the guardians of a public company ought to have done, and the committee therefore could not recommend to the shareholders to extend their confidence any longer to those gentlemen, and they were of opinion that they should be called upon to resign their trusts to more efficient persons. The committee, however, had no charge of fraud to prefer against the directors, but that they had been guilty of gross and palpable neglect could not be denied. After entering into some financial calculations, Mr. Hammond went on to state that the opinion of Mr. Walker, the engineer, had been taken upon the present state of the works and the future prospects of the undertaking. The result was highly satisfactory, that gentleman having spoken in terms of praise both as to the permanency and security of the works and the final result of the railway, which was likely to prove, if properly managed, one of the most prosperous speculations in the country. The committee had calculated, from documents laid before them, that the railway might be completed in four months, weather permitting, and considering the affairs of the company as likely to lead to the most beneficial results, the committee had no hesitation in recommending that an additional sum of 200,000l. should be raised by shares, 150,000l. of which would be necessary to meet the outstanding claims upon the company, and the remaining 50,000l. would be sufficient for completing the railway, according to the reports of Colonel Landeman and Mr. Mackintosh. The entire estimate of the undertaking would then amount to about 740,000l. in round numbers.

A long discussion then took place with regard to the alleged misconduct of Mr. George Walters, who had filled the office of managing director, and who, it was alleged, had involved the company in debt to a large amount, and had disposed of a considerable number of shares on his own account, and did not account to the company for the proceeds.

The CHAIRMAN, in defending himself and brother directors from the charge of neglect which the committee had brought against them, repeated the charges which had been alleged against Mr. Walters, and said, that that person had set up a claim of between 5000l. and 6000l., which he charged as commission upon the shares he had disposed of, but which sum, in point of fact, was due by Mr. Walters to the company.

Mr. WALTERS, at some length, defended himself from the charges brought against him, and in his turn accused the directors of personal hostility against him. He declared that he had worked day and night to forward the interests of the company, and but for his exertions the bill sanctioning the undertaking would never have been obtained. The amount actually received for shares when the bill was first brought in did not exceed 650l., and this sum was all that was available to pay the Parliamentary expenses, which amounted to 2000l. In this dilemma he proposed to the directors to dispose of 19,400 shares, and his offer was gladly accepted, the directors telling him that money they must have, let him raise it how he could. He succeeded in raising money upon the shares in question, and had the company continued his exertions, the whole amount of 200,000l. now required would have been raised long since. He declared that from beginning to end he had acted with the sanction of the directors, who alone were to blame; and although he had been charged with jobbing, he had not made one penny by his transactions with the company. With regard to the sum he claimed for commission, he contended that he had as much right to demand it as a physician was entitled to his fee. In conclusion, he appealed to the shareholders to say whether the charges brought against him were founded in truth and justice. He considered that he was acting on behalf of men of honour, and it was too bad that he should now be branded with dishonesty, after maintaining a fair and upright character during the whole period of his life. With regard to the 5000l. which it was alleged he had appropriated to himself, he declared that he had paid it in defraying the charges on commission.

After a stormy discussion, which was protracted until 7 o'clock in the evening, the meeting having commenced at 12, the report of the committee was received, and the meeting were then extremely urgent that some of the directors should at once resign and make way for others, several of the shareholders loudly declaring that they had no confidence in many of the gentlemen who were in the direction, and that they would not advance a single shilling more if they were allowed to remain in office. Sir W. Beattie, Mr. Hodges, and another gentleman, declared their intention to resign, and a list of twenty-two gentlemen, including the remaining directors, the committee, and some of the shareholders, was then handed to the chairman, for the purpose of selecting from the list an efficient body of directors, whose names were to be announced at the next meeting. Thanks were then voted to the chairman, and the meeting adjourned.

The adjourned meeting was held on Friday, the 1st inst.

G. MONEY, Esq., in the chair.

The CHAIRMAN, in opening the proceedings, expressed his wish that every thing might pass over harmoniously, all present having the same interest at heart; he trusted the proprietors did not come there with bad feelings towards the direction, but that they would with them look forward with hope to the speedy and satisfactory termination of the line, and that of the expenditure; the report of the directors would, he had no doubt, perfectly satisfy the proprietors that they had not been negligent in the performance of their duty.

The report of the directors was then read, which referred generally to that of the committee of investigation, in which it was stated that the property of the company was in excellent condition and under the best management, and that not one single accident had occurred; on these points the committee had no fault to find, but they considered the directors to have been guilty of negligence in placing too much confidence in Mr. Walters, who had, however, certainly been mainly instrumental in the formation of the company, and bringing it into its present condition; the committee admitted they were wrong in thinking this gentleman had ever been a member of the board of directors, it appeared that he had been principally engaged in the distribution of the scrip or shares of the company to the several applicants; they gave the directors, as a body, credit for having studied the interests of the shareholders.

The CHAIRMAN said, it was not to be expected that gentlemen in the capacity of directors should examine every single account, the more minute accounts were left to the clerks, and unless the directors had some suspicion, they could not enter into such matters; the question was, whether they gave their names with a honest and upright intention?—this he believed they did, and that it was their full intention in so doing, to render their best services to the company. Discontent having been manifested with reference to some acts of direction, he would make a few remarks; he could see that the meeting expressed some dissatisfaction at the re-election of Dr. Hodges, he could bear testimony to that gentleman as being most active and zealous in promoting the interests of the company, he had many times come forward liberally and paid money on account of the company out of his own purse; Mr. Webb, he could also say, had been most active, and had at several times very liberally assisted by his purse. The Rev. J. McDonald, about whom much dissatisfaction

had been expressed, had apprised the directors that it was not his intention to resign, as it would in such case, cast an imputation on his character. In continuation, the Chairman remarked, it would gratify the meeting to learn that three members of the committee had been constituted directors, and two from the same body had been made auditors; he doubted not but that all parties would henceforth be united and lend their endeavours to complete an undertaking full of so great advantages, not only to the public but to the proprietors. As a proof of the good opinion entertained by the directors, in regard to the undertaking, they held one-fifth of the whole concern, and they calculated, that upon the line being completed to Greenwich, from eight to ten per cent. would be returned on the capital embarked, and when it was considered that all the Southern lines would avail themselves of this road, it was impossible to calculate what the income might be. It being requisite to have more funds to complete the undertaking to Greenwich, he (the Chairman) would suggest, that such capital be created by new shares, and that a dividend of 5l. per cent. be guaranteed on the same, and which course he recommended to the proprietors as desirable to the promotion of the work and the protection of their interests.

A PROPRIETOR inquired if the money thus proposed to be raised would be set apart entirely for that purpose?

The CHAIRMAN said, that there were some small debts it might be necessary to discharge out of the money, but that the grand object the directors had in view was to finish the line. In answer to some questions, he said, that the amount due to Mr. Mackintosh was 75,000l., and to the bankers about 20,000l.

It was asked if Mr. Mackintosh intended to press for immediate payment of the same? on which his attorney said, that he was ready to give the company every convenience in his power.

Mr. WOLFE asked if an arrangement had not been made with Mr. Mackintosh, that he should take a portion of the new shares for payment of his debt? upon which Mr. Mackintosh's attorney in reply observed, that such questions were calculated to injure the interests of the company, and on which he offered no observations. Mr. Wolfe and another proprietor said, that in their opinion injury was more likely to arise if questions put were not answered; a fair confession of all things was more likely to give confidence to the shareholders than otherwise.

The SOLICITOR of Mr. Mackintosh here said, that no inference should be improperly drawn, he would at once tell them that no arrangement had been entered into, which statement the chairman confirmed.

A PROPRIETOR argued with great warmth upon the constitution of the direction; he contended that they had not done their duty; that the shareholders had strong reasons to be dissatisfied and disgusted with the returning five members of the old board in that lately formed, they ought to have come to the shareholders, and obtained directors of them, not to nominate themselves; he gave it as his opinion, that whilst they persisted in forcing the present direction on the proprietors, they would not have one shilling of any additional funds; he thought that Mr. McDonald persisting in remaining in the direction beyond all endurance.

The CHAIRMAN advised (in which many of the proprietors concurred) that instead of endeavouring to tear the company to pieces, they should overlook past occurrences, and strive to promote the interests of the company for the future.

Mr. WOLFE thought this wish remarkably cunning, and expressed himself in a knowing manner; he considered this as a desire to induce the proprietors to overlook what had passed—he himself did not think that it was honourable in Messrs. Rogers and McDonald to put their hands to a fraud calculated to deceive government, of 18,000l. (here the worthy proprietor stopped short, so that the meaning we could no more discover than we presume can our readers). He did not think the directors had done their duty; he was sure that the committee in its six weeks of labour had done more than all the directors had done from the first commencement of the company; he suggested that all vacancies should be filled up by the proprietors, and not by the directors.

Much desultory conversation ensued on these subjects, but ended in nothing, when a SHAREHOLDER rose and advised the meeting no longer to waste their time, but to come to some decision either to stop the whole concern at once, or else to agree to furnish the sum required to complete the line; he considered it was of no use to be dissatisfied with the directors, they could not turn them out of the direction; they had better, instead of quarrelling, rather cordially agree to support them and those newly appointed, and finish the undertaking.

It was then resolved, "That it is considered by this meeting of vital importance that the line shall be finished without further delay." Resolved, "That the suggestion of the chairman respecting the raising additional funds be carried into effect, viz.—that new shares be created to the extent of 150,000l., in shares of 25l. each, and that an interest of 5l. per cent. be insured on the same; that 10l. per share be payable on the 15th of September; 10l. before the 15th of October; and the remainder before the 15th of November: that it be left at the option of the holders to pay up the whole amount by the 15th September, and that interest be allowed on the same accordingly; that shareholders be invited to subscribe immediately."

Thanks having been voted to the chairman and directors, the meeting separated.

## NORTH MIDLAND RAILWAY COMPANY.

The second half-yearly general meeting of the court of proprietors of this company was held on Wednesday, the 23d inst., in the Large Room of the Commercial-buildings, Leeds.

G. C. GLYN, Esq., in the chair.

The minutes of the meeting of the last court of proprietors having been read, and the common seal of the company ordered to be affixed,

The CHAIRMAN said that the directors were prepared with a report to lay before the proprietors, which would render it unnecessary for him to detain them at any length, but he thought it might be proper on this, their first general meeting in Leeds, to express the great satisfaction which the London committee had in waiting upon them on that occasion. There was no part of the works which called for extended observation. They had thought it their duty, in coming down to Leeds, to look, as far as they had the opportunity, at those parts already in progress, and he thought they might venture to assure the proprietors that nothing could exceed the industry and skill with which the works were now being carried on. The great tunnel at Clay Cross was going on satisfactorily, and although there had been some difficulties occasioned by the influx of water, as was feared by the engineers, yet they had been wholly overcome by the arrangements that had been made. The contracts between Leeds and Chesterfield were in a state of great forwardness: and although they had some difficulty in their negotiations with the Aire and Calder Company, they still hoped that arrangements would yet be made which would prove satisfactory. The only other difficulty which he made allude to was that which had arisen from the late embarrassment in the money market; other companies had been completely destroyed by it, but though the shares of this company had not kept the position which they had at one time attained, the directors had experienced no difficulty worthy of remark, in the payment of the calls on the shares. He attributed that in the first instance to the absence of all speculation and of speculators holding shares in the company, for he believed that the list of subscribers to this undertaking was as sterling as any that ever was presented to the House of Commons. He observed further, that a residence of a few hours in Leeds had convinced him that such an undertaking was required by the activity and extent of the commerce of the town, which it was impossible should continue unless Leeds possessed the same advantages of transit as the great towns of Lancashire, and which the people of Liverpool and Manchester so well knew the importance of. With these views, and knowing that the population in and about the termini of this railway was about equal to that of the Manchester and Liverpool and Grand Junction Railway, he had very little doubt that it would be one of the most prosperous works which had yet been undertaken. He concluded by observing that he should be happy to afford any explanation which might be required after the report had been read.

HENRY PATERSON, Esq., the secretary of the company, then read the following report:—

The directors experience much satisfaction in being enabled at the first meeting held in Leeds, where this undertaking has been so warmly and successfully patronized, to report to the proprietors upon the favourable position of the affairs of the company.

At the last meeting the directors referred to the intention of applying to Parliament for power to make certain deviations on the line, and an Act has been obtained which confers all the powers applied for.

The works at Clay Cross tunnel are proceeding with vigour and expedi-

tion, and it will be satisfactory to the proprietors to learn, that although there has been a considerable influx of water, the difficulties usually contingent upon such circumstances, and which were fully anticipated and provided for by the engineers, have been entirely overcome.

Four other contracts have been let, comprising that at Clay Cross, fourteen miles and three-quarters. These contracts have been taken by responsible parties upon terms satisfactory to the directors and their engineers, and include some of the heaviest works on the line; the progress making in them is considerable, and the directors have every reason to be satisfied with the manner in which the contractors conduct their operations.

Five other contracts in Derbyshire and five in Yorkshire, are advertised for letting the latter end of this month and the beginning of September.

The directors have great satisfaction in adding, that both from the proceedings in Parliament during the last session, and the friendly understanding which now exists between this company and others more immediately interested in the traffic of the North Midland, it is not probable that the intention of promoting any competing line will be renewed.

It is, however, with regret that they are obliged to allude to the state of the negotiations with the Aire and Calder Company. These negotiations have been conducted on the part of the directors with the most sincere desire of coming to an amicable understanding, and they still hope that arrangements may be made to remove the existing difficulties.

In pursuance of the provisions of section 140 of the Act of Incorporation, the directors have declared the forfeiture of 236 shares of the company, upon which the second instalment of 5l. per share still remains unpaid. The requisite notices thereof having been given to the registered proprietors, and the prescribed term of three calendar months from the date of the notice having expired, the present meeting is called upon to confirm the forfeiture, and it will be for the next general meeting of the proprietors to decide upon the final disposal of them.

By the statement of accounts now laid before the proprietors, it will appear that the receipts to the 30th June, are 203,324l. 15s. 2d., and the expenditure 98,289l. 19s. 6d., leaving a balance at the disposal of the company of 105,044l. 15s. 8d.

In conclusion, the directors avail themselves of this opportunity to assure the proprietors that the progress of this undertaking tends every day to confirm the expectations they have from the beginning entertained of the important benefits to be derived from its completion. They have always endeavoured to avoid putting forward exaggerated statements, but from the soundness of their object, the solidity of their proprietary, and the estimation of the public, they venture now without reserve, to record the expression of their confident expectations that the advantages held out to the proprietors as well as to the public, will be fully realised by the success of this important national undertaking, under the management of the different officers of the establishment to whom the conduct of the work is entrusted, and in whom they have every reason to place confidence.

The SECRETARY then read a general account of the receipts and disbursements.

The report was ordered to be received and adopted, and printed for circulation among the proprietors.

The CHAIRMAN then put the motion, that in conformity with the report, the forfeiture of 236 shares on which only the first call had been paid be confirmed—which was carried.

Before the votes were taken, JAMES HUBBARD, Esq., the deputy chairman of the directors, begged to state that a friend of his in the West of England had written to him to pay the call on his shares, on being informed by him that his shares had become forfeited by the non-payment of the call, and he thought that this was only one instance among others to show that the omission had arisen from inadvertence.

The CHAIRMAN said he had no doubt that when money should again become more accessible, many would take up their shares immediately.

A vote of thanks having been voted to the chairman and directors for their services, the meeting adjourned.

## BIRMINGHAM AND GLOUCESTER RAILWAY COMPANY.

At the half-yearly meeting of the proprietors of this undertaking, held in Birmingham last week.

SAMUEL BAKER, Esq., in the chair.

It was resolved, after the statement of accounts and report were read, that "The appointment of new directors be postponed to an adjournment of this meeting (on the 17th of October next), with the view of ascertaining the general wishes of the proprietary, whether the future management of the affairs of the company can be most advantageously conducted at Gloucester or at Birmingham, or otherwise." It appears from the report, that 4650l. on the second instalment remains due; a considerable proportion of which will be shortly received, and that, on the instalment of 2l. 10s. per share, due on the 1st of August, the amount of 9892l. has already been paid. The number of directors to be chosen for the future management of the company is reduced from eighteen to twelve, by which considerable advantages may be obtained.

By the accounts submitted, it appears that the cash balance and assets of the company on the 30th of June last amounted to 51,047l. 14s. 6d., since which period the sum of nearly 10,000l. has been received on account of the call of 2l. 10s., due on the 1st instant, making the present total amount of assets upwards of 61,000l. The directors feel confident that nearly the whole of the remainder of the calls due will be shortly paid up, and may be estimated at an additional receipt of about 19,000l., by which the capital in hand will be increased to 80,000l.

## LONDON AND SOUTHAMPTON RAILWAY COMPANY.

The sixth half-yearly meeting of the directors and proprietors of this company took place on Wednesday last, at the City of London Tavern.

J. EASTHOPE, Esq., M.P., in the chair.

The advertisement convening the meeting having been read, and the proceedings of the last confirmed, the CHAIRMAN requested the secretary to read the report of the directors, which, from its extreme length, and the fact of its being previously distributed among the proprietors, we are compelled to omit; but which appeared to give very general satisfaction to the proprietors, and was unanimously agreed to.

## TAFF VALE RAILWAY COMPANY.

The half-yearly general meeting of the shareholders of this company took place at the Angel Inn, Cardiff, on Wednesday, the 30th ult.

J. J. GUEST, Esq., M.P., in the chair.

The report of the directors was read, congratulating the proprietors upon the successful application to Parliament for powers to make branch lines communicating with the different Iron Works in the neighbourhood of Merthyr, and thereby securing to the road their important traffic. The report also stated that contracts had been entered into for the most difficult part of the work quite to the satisfaction of the directors; and that several additional contracts would soon be advertised, so that a great portion of the main line would speedily be in operation.

## ALBION COPPER MINING COMPANY.

A special general meeting of the shareholders of this company was held at the offices, No. 7, Tokenhouse-yard, on Thursday, the 31st ult.

THOMAS ASHTON, Esq., in the chair.

The advertisement convening the meeting, under the circumstances that a call of five shillings having been resolved upon at the former meeting, and being made, had been answered only by 1200 shares, half of which was paid by the directors; being thus left without funds to work the concern, they had called this meeting for the purpose of adopting such measures as might be deemed most advisable.

The CHAIRMAN said, that acting up to the resolutions of the last meeting, they could not allow any other than those gentlemen who had paid the call, to participate in the proceedings of the day, he therefore hoped that those not so qualified would signify the same.

Mr. GARLAND expressed his opinion to the same effect.

Mr. RICHARDS said that he had not paid his call; he did not wish to take part in the proceedings, but as he had some scrip with him, he was fully justified to attend the meeting, as that scrip did not oblige the holder to own his individuality.

Mr. COHEN said that he had not paid, but that he came to the meeting to gain what information he could about the mine; he did not intend to risk any more money in the concern, as he was assured that it would be for nothing; but as he was possessed of scrip shares, and no one could demand from whence he obtained them, he had a right to attend the meeting.

The SECRETARY then read the report, which stated that the directors had been down lately on the mine, and had seen that the suggestions of the mining captains, given at the last meeting, had been put into operation; the lode in the upper level, at Wheel Liberty, had considerably improved; but the rest of the mine was looking poor and unpromising; and, further, that the directors had in every thing cut down the expense as much as



possible to meet the severe state of the times; they had reduced Captain Middleton's salary, and dispensed with the services of another officer. The weekly report was read, which will be seen in the "Mining Correspondence." A statement of the accounts was also presented, which showed the sum of 337l. 18s. 2d. in the hands of the company—the total liabilities amounting to 1770l. 4s. 8d., leaving the directors in advance to the amount of 1432l. 6s. 6d. A resolution was then passed, that the report and accounts be received.

The CHAIRMAN said, that from the conduct of those gentlemen who at the last meeting had promised to pay the call, but had not done so, this burden rested upon the directors; they could not rely upon the machinery and materials, &c., paying this sum, no doubt they should be the losers by it, as it could not be expected that such things would fetch their value in times when so many of the like description had been brought before the public; if the meeting had any suggestion to offer, the directors would be most happy to hear it, as the paucity of funds rendered it compulsory to take some decided steps.

Mr. WILKINSON said, he had heard that if the concern were to be taken up by a Cornish party, it would no doubt prove an advantageous speculation, but that it might require at least 4000l. to bring it to such a state, and which this company could not do by the present system; but if gentlemen would come forward and consent to pay 1l. per share for the carrying out the object it might be effected.

It being agreed that such a measure was impracticable, Mr. GARLAND moved that the company be dissolved, which was carried unanimously.

It was then resolved, "That in order to carry the above resolution into effect, the directors be authorised to enter into an agreement with the owners of the mines, for the surrender of the leases granted by them to the company, and that they dispose of all materials, &c., belonging to the company, and out of the same to satisfy the claims of the scripholders according to their interest therein."

Mr. RICHARDS said, that the call ought to be returned to those gentlemen who had paid, as the object for which it was made, that of prosecuting the works, had not been carried into effect. If it had been made in order to secure to the company a good disposal of their property, he would then have supported it, but he was discouraged from paying towards the further prosecuting the undertaking, as he understood it would require so large a sum of money.

Mr. MOCATTA said the object for which the call was made, would not require near the sum mentioned; it was limited, and could not be extended but by leave from a meeting of the shareholders, it was considered sufficient to have given them a good insight into the mine, to ascertain if it were requisite to prosecute it further.

The CHAIRMAN having then notified that it was the time for a director to retire from office, put it to the meeting if the same directors should remain in till the affairs of the company were wound up, which was unanimously agreed to. Thanks having been voted to the chairman and directors, the meeting adjourned.

#### WHEEL SISTERS MINING COMPANY.

A half-yearly general meeting of proprietors of this company was held at the White Hart Tavern, on Wednesday, the 30th ult.

T. HACKETT, Esq., in the chair.

The advertisement convening the meeting having been read, as also the minutes of the preceding meeting.

The CHAIRMAN proceeded to read the report of the directors, which stated that they had, in accordance with the resolution passed at the last meeting, been in communication with the solicitor of the Duchy respecting the lease, arranged as to dues, and settled other points as to boundaries, &c., and which had hitherto delayed the commencement of operations at the mines.

A statement of accounts was then submitted, by which it appeared that the call of 10s. per share still remained unpaid on about 1200 shares—the available balance in the hands of the bankers being 922l. 19s. 8d., with bills given as payment of the call amounting to 222l.,—against which the liabilities contracted under the former direction amounted to 249l. 10s. 1d., and those under the present 147l. 18s. 8d.

Some discussion ensued as to the forfeiture of the shares in default, and which was deferred for future consideration. A resolution was then passed to the effect, "That the directors be empowered to pay the outstanding liabilities contracted under the former direction."

Thanks having been given to the chairman, the meeting separated.

#### GENERAL STEAM NAVIGATION COMPANY.

The half-yearly meeting of the proprietors of this company was held on Tuesday, August 29th, at the office of the company, No. 69, Lombard-street, which was numerously attended. The report from the directors of the proceedings of the half-year, ending 30th June last, was read, and gave general satisfaction. It stated that the *Neptune*, of 560 tons, built by Messrs. Green and Wigram, and the *Leith*, of 780 tons, built by Messrs. Menzies of Leith, had been added to the fleet of the company. After declaring the dividend for the half-year ending 30th of June last, the unanimous thanks of the proprietors were voted to the chairman and directors, and the meeting separated.

**THE THAMES TUNNEL.**—At a meeting of the directors of the company, held on Wednesday last, Mr. Brunel laid before them a detailed report of the circumstances attending the last interruption of the water, and of the steps he has taken to fill up the chasm in the bed of the river, produced by the running of the soil in the vicinity of the aperture into the tunnel. Mr. Brunel reported that the works were again placed in safety; that the water had been drawn out to a great extent, it being now practicable to walk between fifty and sixty feet into the tunnel; and that but for the floating timbers, which formed the platforms near the extremity of the workings, the shield could be approached in a boat, there being at present water only in the curve towards the middle of the tunnel. As far as an investigation of the work has yet been allowed, the whole appears not to have suffered the slightest injury by the late influx of the water of the river. Everything remains perfect, and the tunnel has only the appearance of having received a complete washing. Mr. Brunel reported to the court of directors his confidence that the whole of the water in the tunnel would shortly be pumped out, that the shield would be found uninjured, and that, as soon as the loose soil which is near it has been cleared out, the works would be again resumed.

**THE BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY COMPANY v. LEWIS.**—An action was brought in the Secondaries' Court (yesterday) to recover the amount of certain calls on shares subscribed for by the defendant. Mr. Bosanquet appeared on behalf of the company. It appeared from the evidence of Mr. Thompson, the secretary to the company, that the defendant was the registered proprietor of twenty-five shares. On the 18th of August, 1836, a call 2l. per share was made, which became due on the 15th of October. A further call of 1l. per share was made on the 5th of April, in the present year, and was due on the 1st of May. Neither of these calls had been paid by the defendant. Mr. Bosanquet then read a clause in the company's act, authorising them to sue for interest, which amounted to 2l. 12s. 6d. The secondary having summed up the case, the jury found for the plaintiffs—Damages, 77l. 12s. 6d.

**BRITISH IRON COMPANY.**—In consequence of the sudden prorogation of Parliament, judgment in several cases has, much to the mortification of many parties, been deferred by the House of Lords to a future session. At no period was there ever so great an accumulation of cases in which judgment remained to be given, as stood in the cause list previously to the prorogation. The case of *Attwood v. Small* is among the number again postponed. When the argument was concluded at the end of the session of 1836, the parties were informed that judgment should be given at an early period of the session which has now expired; but the hope of seeing the case terminated has been again deferred, and in a cause of such magnitude, upon which so large a sum of money is at stake, to say nothing of the hundred thousand pounds already expended in law proceedings, the anxiety of mind which Mr. Attwood must experience, is not easily described. The company, too, who have possession of the iron-works, must feel some desire to bring the litigation question to a final decision. But this great cause, which occupied the unprecedented time of thirty-one days in argument, is postponed to the session of 1838, although, to use a legal phrase, "ripe for judgment" so long ago.

**ASTRONOMICAL SOCIETY.**—The Lords of the Treasury have agreed to supply a sum not exceeding 500l., for the purpose of assisting the Astronomical Society in the repetition of Cavendish's Experiments on Attraction.

## AND COMMERCIAL GAZETTE.

### IRON TRADE IN SCOTLAND, AND BLACKBAND IRONSTONE IN MID-LOTHIAN.

The following letters, which we extract from a contemporary (the *Scotsman*), contain views of considerable interest in our iron districts, as directing attention to the probable existence of a seam of ironstone of peculiar quality, which as yet has scarcely been recognised beyond a few detached points in the great Scotch coal-field. We shall probably offer further remarks on this subject at an early opportunity, in addition to those which will be found in our present publication.

SIR,—The accompanying remarks may appear interesting in connexion with the coal-fields of Mid-Lothian. The discovery of Blackband Ironstone in the county, is entirely a new feature in its Mineralogy; and we consider it must lead the coal proprietors to examinations, in proof of the extent and workableness in other lands as well as Dryden, where it has been found. If the theory hold good, that the edge-coals at Gilmerton and Dryden, &c., are identical with those flanking the Roman Camp south of Dalkeith, then we may reasonably expect that Blackband Ironstone will not be confined to the edge coal-fields, but may also be found under the extensive estates of the Duke of Buccleuch, the Marquis of Lothian, and Mr. Dundas, of Arnishton, to the south of the river South Esk. To determine this may require much time and a very careful search; but, in the mean time, we would suggest the importance of much attention being given to the examination of the strata passed through in such new pits as may be in operation of sinking, or others which may be subsequently sunk within these coal-fields. This is a simple experiment, which may possibly throw light on so interesting an investigation; it was in this way the Blackband Ironstone at Garthkirk and Bellahouston was discovered. We are, Sir, your obedient servants,

65, York-place, Edinburgh. BALD AND GEDDES.

It is about seventy years since iron-works were erected in Scotland, at Carron, in Stirlingshire, and for twenty years afterwards, the annual produce of pig-iron there, was under 8000 tons. In forty years after Carron Works were in operation, or about 1805, seven additional iron-works appear to have been built, and about this period the yearly make of iron in Scotland might be about 24,000 tons. Only one more iron-work appears to have been built in the succeeding twenty years; and, in 1825, we find the annual produce of iron increased to 29,200 tons, the number of furnaces then built being twenty-five, of which only seventeen were in blast.

At the beginning of the current year, there were thirty-seven furnaces at work, producing at the rate of 99,500 tons of pig-iron annually, being an increase of twelve furnaces in twelve years, and an additional yearly make of iron of 69,000 tons, compared with 1825. Besides this increased number of furnaces in operation in 1837, there were five additional furnaces in progress of building, and four more contemplated, which, when completed, will produce 27,000 tons more iron yearly; the annual make of iron in Scotland, would thus be 126,500 tons, or about one-sixth part of the gross estimated make of iron in Great Britain yearly. In 1825, Scotland only produced about one-twentieth part of the make of iron in the United Kingdom.

This extraordinary increase in the iron trade of our country is principally found to have taken place in the county of Lanark, and the apparent physical causes which have contributed to the recent rapid extension of this trade in the Lower Ward of that county, may be considered as threefold.

1st. The moderate depth to, and thickness of, the seams of coal, which enables them to be readily and cheaply produced.

2nd. The abundant supply of what is locally called blackband ironstone, which, being of a bituminous nature, is easily calcined; and 3dly, the late discovery, and now general application at the iron-works of that county, of Neilson's hot blast, which has produced great economy in the quantity of coal requisite to produce good pig-iron; this improved mode of blast is also applied at all the other iron-works of Scotland. This blackband ironstone is as yet chiefly peculiar to the parishes of Old and New Monkland, where it is found from a few inches to about two feet thick; and it is remarkable, that though about forty years have elapsed since its discovery by Mr. David Mushet (who, in the opinion of a late eminent iron-master, deserved a crown of gold for the discovery), its general application in iron-making, is but of recent date. The importance attached to this ironstone by the iron-masters in the west, was distinctly marked in the fall of last year, by their uniting to pay a yearly rent of 12,000l. for liberty to work it in part of the estate of Airdrie, extending to about 300 acres, where it is of good quality, and possesses peculiar facilities for being worked; and this circumstance has induced many proprietors in adjoining parishes and counties to make trials to ascertain if this valuable ironstone be extensively deposited in the coal-fields there; some of these trials have proved successful, while others have entirely failed.

There are doubtless great tracts of the common clay ironstone bands underlying our Scotch coal-fields, similar to what occur in the Welsh and Irish coal districts; but it is now ascertained that these band and ball ironstones under an equal pressure of blast, though supplied with a high proportion of coal, and subjected to the hot-air process, will only yield about two-thirds of the quantity of pig-iron in a given period, compared with the produce from blackband ironstone. The discovery of this blackband ironstone, of workable thickness and good quality, is hence of primary importance to iron masters, and much attention is due to such an interesting search: for let us suppose that, from a deficiency of blackband ironstone,—a necessity were to arise from the exclusive use of clay ironstone at our iron-works, then obviously, unless some yet more marvellous improvement than even the hot-blast shall be discovered for smelting this kind of ironstone with expedition and economy, the make of iron would be materially lessened in Scotland, and the cost of pig-iron must consequently much increase; so that, when the very general application of cast iron in the arts and manufactures of the kingdom is considered, other and extensive fields of blackband ironstone become a great desideratum.

In the course of our professional duty, we have for some time had in view the finding of this ironstone in several districts, and have had the satisfaction to observe it at Ballahouston, in Renfrewshire, at Keppock, near Glasgow, and at Garthkirk, near the railway so named; but at these places it is thin, though at Keppock the ironstone appears of equal quality to the Monkland Blackband.

We have also seen a specimen from the lands of Scotston or Skaterig, in Dumfriesshire, where it is reported to be of workable thickness; and a seam of excellent blackband ironstone is now working extensively, by the Devon Iron Company in Clackmannanshire, upon Lord Dundas's estate.

It is with peculiar satisfaction we, within the few weeks, discovered a valuable seam of blackband ironstone in Mid-Lothian, in a quarry on the estate of Dryden, belonging to George Mercer, Esq. This seam appears to measure fourteen inches thick; it can readily be rendered level-free to a considerable depth, and it is in a valuable and extensive coal-field, which contains also limestone, freestone, and fire-clay. It is further deserving of notice, that among the rubbish surrounding a pit on the day-level of this coal-field, numerous specimens of blackband ironstone are found; and the site of this pit being considerably distant from the ironstone in the quarry, which last ironstone does not appear ever to have been worked, we infer there is a second seam of this kind of ironstone stretching through the coal-field; but further examination is necessary to determine this interesting point. Specimens of the ironstone in the raw and roasted state may be examined at Dryden.

The discovery of this ironstone in Mid-Lothian is not merely important as enhancing the value of Dryden estate; but viewed as an index to what, by a diligent search, may be ascertained to extend into a great part of Mid-Lothian coal-field, it may be considered as the commencement of a new era in the history of our metropolitan county.

The existence of blackband ironstone at so many remote points in our great Scotch coal-field, seems to justify the conclusion that it is extensively deposited throughout it; and therefore, though some trials in search of this ironstone may be unsuccessful, yet such occurrences ought not to discourage mineral proprietors, or their lessees, from pursuing a search so very important to themselves, and to our portion of the kingdom.

The blackband ironstone being a regular stratum, like a seam of coal, will doubtless be subject to the same dislocation and troubles as the coal-field in which it may occur; and if this fact be not kept in view when pursuing trials for blackband, disappointments may be experienced, and trials discontinued, even in coal-fields actually containing that ironstone.

BALD AND GEDDES, Mining Eng.

Upon the above letters, the Editor of the *Merthyr Guardian* makes the following remarks:—

"We understand the Blackband Ironstone therein mentioned, and on which the extent and prosperity of the iron trade in Scotland chiefly depend, has been found in North Staffordshire, and lately (to the extent of 500 acres) in the estates of Lord Lichfield, in South Staffordshire. Something analogous, as it respects its conformability and connexion with the coal measures, has also been found at Bellingsley, in Shropshire, above two feet in the cross, and containing forty per cent. of iron, with a calcareous, not a carboniferous base, and there appears to us no good reason why the same, or a similar formation, may not be found (upon proper search being made) to pervade the South Wales Coal Basin; at any rate, we consider that we discharge an important duty in thus drawing the attention of the iron masters of this district to the subject."

The following letter from Mr. Mushet has since appeared in the

*Scotsman*, "and refers," says the Editor of that journal, "to the interesting communication of Messrs. Bald and Geddes, on the iron trade of Scotland and the Blackband ironstone." The discoveries and experiments detailed in Mr. Mushet's letter, appear to us peculiarly valuable, and well deserving the attention of the iron masters of South Wales:—

SIR,—I have read, with a good deal of interest, in your excellent and highly talented newspaper of the 1st of July, a statement by Messrs. Bald and Geddes, on the past, present, and probable future state of the iron trade in Scotland; the prospective advantages of which seem to rest in a great measure upon the general extension of the Blackband ironstone in the coal districts, and of obtaining a plentiful supply, for smelting, of that easy fusible and highly valuable carboniferous (not bituminous) ironstone.

I may be excused for taking an interest in the development of the question, as I happen to be the person referred to in the above paper who first made the discovery, and dared to apply it to the purpose of smelting, about thirty-four years ago, amidst the sneers and pity of the iron veterans of those days, at my folly in attempting to make iron from wild coal—for this was the name by which the Blackband was known, previously to its application to iron-making by myself.

As this ironstone has now become an object of considerable national importance, perhaps you will allow me room to allude more particularly to the circumstances of its discovery. Thirty-six years ago, this summer, in attempting to cross the river Calder on foot, in the Old Monkland Parish, I obtained nearly a dry footing upon what appeared to be a continuous black pavement, from the upper edge of which I struck off a piece of substance resembling coal, which, upon a closer examination, was found interlaminated with yolks of brownish matter, about three-eighths of an inch in thickness. These, when separated from the carboniferous schist, proved to be good ironstone, but so small in quantity, that the average of the mass did not exceed 13 per cent. Next day I returned to the black pavement, better prepared to ascertain its extent and thickness. On removing a portion of the entire bed, I found it to be fourteen inches in thickness, viz., three and a half of coaly schist with the before-mentioned yolks, and ten and a half of more compact and solid matter, but still far removed from the usual appearance of ironstone or iron ore—its specific gravity being about 2.15. It was soon ascertained that this portion, being the richest, contained 33 per cent.—the average of the whole bed thirty per cent., in the raw state; but being entirely carboniferous, it was found to lose 50 per cent. in roasting, which was, and no doubt still is, performed without the addition of any fuel, thereby forming an ore perfectly prepared for the furnace, containing from 60 to 70 per cent. of iron. In a short time from making this discovery, I had ascertained the existence of the Blackband in 2000 acres of land, including the Airdrie estate (for right of working in which, to a limited extent, 12,000l. a year is now about to be given), and determined it to be a regular member of the coal formation.

Before venturing it in the blast-furnace, my experiments were numerous and are still extant; and even at this distance of time ("the crown of gold" being still in abeyance) may be referred to with satisfaction, as descriptive of that diversity of quality, form, and structure, so peculiar to this ore in roasting; not the least singular of which is, the occasional production of thin sheets of malleable iron interposed between lamina of the carboniferous schist.

I may further remark, in reference to Messrs. Bald and Geddes's paper, above alluded to, that although the use of the Blackband ironstone at the blast furnaces in Scotland may not have been so general as might have been expected; yet I believe its application has been constant at the Calder furnaces, from the period of its first introduction, and also at the Clyde furnaces for ten or twelve years past.

The removal of prejudice, and the consequent march of intellect, are, however, always slow, as I have recently experienced upon this subject; for, with some knowledge of the nature and quality of the bar iron likely to result from the Blackband (particularly if smelted with hot-blast), and with a view to meet or remove the real or apprehended difficulties, I wrote to a party concerned in the welfare of the manufacture four months ago, but so slow is the process of inter-communication in this country, that the reply to my letter has not yet reached me.—I am, &c.

Coleford, Gloucestershire, July 12.

DAVID MUSHET.

**BRITISH ASSOCIATION FOR PROMOTION OF SCIENCE.**—A meeting convened by the High and Low Bailiffs, by circular, took place at the Public Office yesterday, amongst whom we noticed Dr. Booth, Mr. James Russell, Mr. Tindal, Mr. Wood, Mr. S. Beale, Mr. John Corrie, Mr. Boulton, Mr. F. Lloyd, and others of all parties, to consider how an invitation should be sent to the British Association, requesting them to hold their annual meeting of 1838 in this town. The meeting of this year is at Liverpool, and certainly Birmingham, from its central position, importance, and general intelligence, has a claim to be the seat of a scientific festival as well as a musical one. It was resolved, that in order that the invitation should be generally and numerously signed, and that it should be entirely of a public nature, a Town's meeting should be held, from which it should emanate. A requisition to the High Bailiff was accordingly signed by all present, and gentlemen were requested to procure additional names, in order that it should be presented to that officer, requesting him to convene a general meeting of the inhabitants on the subject. Both the High and Low Bailiffs entered warmly into the views of the gentlemen who were anxious to bring the Association to Birmingham.—*Birmingham Advertiser*.

**HOLYHEAD HARBOUR.**—According to the last official report of the commissioners for the improvement of the road from London to Holyhead, the following important works are now in progress at the important station of Holyhead:—The fixing of the cast-iron posts that have been provided for supporting the protecting chains on the north side of the harbour; the improvements of the road between the north pier and the swivel bridge, which would have been completed some months ago, had it not been reserved as an employment for the men who are working with the diving-bell, when stormy weather occurs; lime is burning for pointing the face of the north pier; timber is provided for two mooring buoys; the carpenters are proceeding with the repair of the workmen's cottages on the Salt Island; the diving-bell is engaged in cutting down rock within the packet berths; and as soon as that important work is finished, it will be employed in cutting away other detached portions of rock which have been ordered to be lowered. It may be interesting to add that the number of vessels that entered this harbour during the year 1836, exclusive of King's ships, pleasure yachts, and the steam-packets and coal-vessels employed by the Post-office, was 833—the registered tonnage, 52,296.

**ALBION SUSPENSION BRIDGE, NEAR BATH.**—This chain bridge, upon an entire new principle of suspension, unites the Upper Bristol Road, near the gasometer and the new church, with the Lower Road at East Twerton. The river span is 120 feet, and the whole dimension of the suspension machinery is 230 feet. It presents to the view a very slight curve, or such a segment of a circle as would be given by a rise of three feet in 230. This arch gives it such a power of compression as to avoid any undulation or vibration until that power is overcome by superior weight, which nothing that is likely to pass over this bridge can effect. It is this, in reality, which has been a desideratum in bridges of this character—viz. an inflexible suspension chain.—*Bristol paper*.

**RAILROADS IN INDIA.**—Extract of a letter from a British officer, at Madras, to a respectable firm in London:—"There is not a country in the world that is better adapted for railroads than India. I am more than surprised that the speculative gentlemen in your metropolis do not try the experiment. The level state of the country is, of itself, no small inducement. The conveyance of troops alone, would nearly meet the expenditure. It is almost needless to observe, that regiments having a route of 300 miles, will not perform it sooner than about three months. This great delay is quite a common occurrence in India, and consequently troops are permitted to remain at one station five or six years, if they be in the good graces of the Commander-in-chief. The slow conveyance of luggage, &c., by bullocks, that do not travel more than ten miles per day, is disgraceful to the home government, and unpleasant for any Englishman to witness. The state of the roads in this presidency is truly lamentable: and the rivers (about one-third the breadth of the Thames) between Madras and Trichinopoly are without a single bridge; and therefore when it happens to rain heavily, travellers are compelled to remain two or three days in a miserable bungalow, before the rivers become fordable. It would be an act of charity to represent these facts to the London journals."

**FRENCH RAILWAYS.**—By the decision of the French Minister of War, all the Paris regiments have been authorised to furnish to the railway companies from Versailles, soldiers to be employed on the works. The detachments thus employed are to be relieved by others every three months, until the lines shall be complete. Preparations have already been made in the park of St. Cloud for the portion of the railway which is to pass through it.



**NEW SOUTH HOVE MINING COMPANY.**—An Special GENERAL MEETING of the shareholders in this Company, who have paid the first instalment of Ten Shillings per share on their respective shares, will be held at the New England Coffee House, Threadneedle-street, on Monday, the 11th of September, inst., at Eleven o'clock in the forenoon precisely, to take into consideration certain matters highly important to the interests of the Company.

N.B.—Proprietors are requested to exhibit their qualification to vote on entering the room, as the holders of shares which have been declared forfeited cannot be allowed to take any part in the proceedings of the Meeting.

**HARMONY AND MONTAGUE MINING COMPANY.**—The few Proprietors who have neglected paying up the Sixth Call of £1 per share, due the 21st July last, are reminded that the thirty days grace has expired, and they are requested to take Notice, that if the said Call be not paid within Ten days from this day, such Shares as may then be in default will be ABSOLUTELY FORFEITED.

**TREWOLVAS MINING COMPANY.**—Notice is hereby given, that every Share upon which any Call shall be in arrears on Thursday, the 21st inst., will, on that day, be declared ABSOLUTELY FORFEITED.

#### PUBLIC COMPANIES.

##### MEETINGS.

Birmingham and Liverpool Junction Canal	Talbot, Shrewsbury	Sept. 4	1.
Dudley Canal Navigation	Dee's Hotel, Birmingham	4	1.
Mexican Loans	City of London Tavern	5	12.
London and Croydon Railway Co.	London Tavern	5	1.
Hayle Consols Mining Company	Freeman's-court	6	1.
Bristol, and Thames Junction	City of London Tavern	6	1.
Eastern Coast of Central America Co.	George and Vulture	11	1.
British Silver, Lead, and Copper Co.	Liverpool	12	12.
British Tin Mining Company	George and Vulture	12	1.
National Patent Salt Company	20, King's Arms-yard	19	12.
Kellever's Mining Company	City of London Tavern	28	1.
West Trevelan Mining Company	City of London Tavern	29	1.
London and Greenwich Railway Co.	City of London Tavern	29	12.
London Grand Junction Railway Co.	City of London Tavern	29	1.
Great Wheel Prosper Mining Company	City of London Tavern	30	1.

##### CALLS.

Holmshurst Mining Company	Sept. 4	Wright & Co., Covent-garden
East Wheel Gilbert Mining Co.	5	Do.
Rhymney Iron Company	5	Glyn, Halifax, and Co.
Great Western Railway	10	To be paid as last call.
Treleigh Consols Mining Co.	10	Vere & Co.; W. Dist. Bk. Truro.
West Trevelan Mining Co.	10	Lubbock and Co.
Kellever's Consols Mining Co.	10	Lubbock and Co.
South Polgoth Mining Company	10	Prescott, Grote, and Co.
Bischof Bridge Mining Association	10	Williams, Deacon, and Co.
Durham Consols Coal Company	10	To be paid as last call.
Tregollan Mining Company	10	14, Bishopsgate-street.
Eastern Coast of Central America	12	Office.
Wheal Lenoy Mining Company	28	R. K. Frost, Launceston.
British Silver Lead Company	10	Sir J. Lubbock and Co.
Jamaica Steam Navigation Co.	11	Glyn, Halifax, and Co.
Eastern Counties Railway	11	As former calls.
Midland Counties Railway	11	As former calls.

##### DIVIDENDS.

Yorkshire District Banking Company	4	per Cent.	Sept. 4.
North and South Wales Bank	4	11.	
Durham County Coal Company	10	30.	
Birmingham and Midland Bank	6	10.	
Halifax Commercial Bank	5	10.	
Leeds Commercial Banking Company	8	10.	
Gloucestershire Banking Company	10	10.	

#### NOTICES TO CORRESPONDENTS.

**PATENT SAFETY FUSE.**—The proceedings in the Court of Chancery relative to this important invention shall receive attention next week.

**DUKE OF CORNWALL'S HARBOUR.**—Some slight remarks will be found in our present Number, with a letter from a correspondent. We have now before us three communications so lengthy, that we must defer their insertion, even if they be inserted at all. We wish our correspondents would bear in mind, that their pamphlet letters impose a pecuniary cost on us, if they do not on the writers.

**DUBLIN AND KILKENNY RAILWAY.**—We insert the letter of our correspondent this week, and shall in our next endeavour to do justice to the subject, by carefully perusing in the interim the papers transmitted.

The letter of Mr. Concanen on the Mines in Cornwall, and the necessity of economy being observed, is necessarily deferred until our next.

## THE MINING JOURNAL,

And Commercial Gazette.

LONDON, SEPTEMBER 2, 1837.

It has been our painful duty for a considerable period—indeed, for nearly the whole of the present year—to advert almost weekly to the disastrous condition of commercial affairs, and the consequent depression of that important branch of national industry, of which our Journal may be considered as the only representative. We have had to record, in melancholy succession, that one species of mineral produce after another had fallen to the lowest price which could be considered remunerating; and, further even than this, that, with scarcely an exception, they had dropped still lower—to a point which would afford but scanty wages to the toiling and industrious miner, while the capitalist saw the fair profit he had calculated upon, in most cases, reduced to nothing—in some converted into absolute loss. We have had to record that confidence, previously so rash, so unbounded, had almost ceased to exist—had, indeed, reached the brink of annihilation—and that the value of mining property had declined to a point which, low as it was, could hardly be considered as other than nominal, from the extreme difficulty experienced in realising it.

The task of tracing this gradual prostration of the mining interest, and of suggesting the course which circumstances appeared to require, as best adapted to alleviate present evils, and to ensure a return to prosperity at the earliest possible period, we have to the best of our ability performed—and we have reason to believe our labours have not been unattended with success, and that the measures we have pointed out and enforced, based as they have been on the most sound and indisputed principles, have been generally approved, and to a considerable extent adopted.

It is with pleasure that we turn from the gloomy state of things which has been thus briefly alluded to, and direct attention to the more cheerful prospect which now surrounds us, and which promises still further to improve, probably at no very distant period. As we have repeatedly predicted, confidence has already begun to revive—commercial affairs are recovering from their long stagnation—the value of mineral produce has advanced in some degree, and will, in all probability, continue to do so till fair and remunerating prices are again obtained. Beyond this we do not expect them to go—and we sincerely hope they will not—for dear bought experience has shown, on more than one occasion, what a frightful reaction invariably takes place whenever this has been the case.

Some months have now elapsed since we noticed the temporary suspension of the "Spanish Lead Mines," and stated that this measure would speedily produce the effect of raising the price of that metal. A few weeks since we observed that this anticipation was about to be realised, and events have fully justified our conclusions—a decided and considerable improvement having taken place. The rise in the price of copper which we at the same time anticipated, has also been realised, and this metal has lately risen several pounds per ton, with a better demand than has for some time ex-

isted. Tin, as we feared when last noticing this metal, is almost stationary, but with the increasing confidence and activity of the commercial world, there can be little doubt that it will soon participate in the general improvement. Coal, that most prominent article of our subterranean produce, is by its very nature in some measure exempted from those great fluctuations to which the metals are so liable, and we have reason to conclude that the coal trade has been comparatively prosperous during the late general depression. Locally indeed, we believe considerable briskness now prevails, and at Newport in Monmouthshire the demand can with difficulty be supplied, and a consequent rise in price is thus expected shortly to take place.

If we now turn to the iron trade (which though last is by no means least in our estimation) the prospect is equally gratifying, and we find the utter stagnation and ruinous prices which till lately prevailed, are fast beginning to disappear. This was indeed to be expected, for confidence having revived, and capital again resuming its natural channels, a brisk demand for this metal was the inevitable consequence, and the prudent measures adopted by the iron-masters during the late season of depression having prevented the accumulation of heavy stocks, an immediate rise in price necessarily followed. Within the last two or three weeks a decided advance in the price of iron has taken place in the two great districts of Staffordshire and South Wales, and the orders which have been received at the principal works, have produced a degree of activity to which they have long been strangers.

These "signs of the times" are indeed gratifying, they prove that we have at length weathered one of the severest storms to which the commercial world was ever yet exposed, and that after many rude shocks the vessel has righted herself again. Prudence, which the late events must have taught, we may say forced upon, even the most rash and speculative, is all that is now wanting to restore in the course of time, all the blessings of prosperity.

As regards the mining interest, to which all our views have especial reference, we believe the late depression will not have been wholly without value. It has been the means of fixing attention—practically and usefully fixing attention, on that important point to which we have so repeatedly adverted, and which may be comprised in one simple word—*economy*. We have so often shown the urgent necessity which exists for attention to this point, from the peculiar situation in which we stand as a mineral country, and the impossibility of otherwise maintaining our present high position, that it would be needless here to recapitulate the arguments we have employed, and which we believe have not been unattended with beneficial effects. Although we have now the cheering prospect of renewed prosperity before us, we must remember that partial improvement is all that is yet actually experienced, and how long this improvement may continue, or to what extent it may proceed, will greatly depend on the prudence and caution observed by the mining interest. Rigid economy must still be observed in every operation, production must be limited to the current demand, and extravagant speculation (directed too often to worthless objects) must be avoided—advice which can hardly be needed while recent events are still so fresh in the recollection of all. With a renewal of prosperity, enterprise will doubtless return, and if pursued with caution, and fixed on sound and judicious undertakings, it may be expected to lead to better results than most of those with which we have for some time past been too familiar.

We have been favoured by a Correspondent with a translation of the debates which recently took place in the Lower Chamber of Representatives of the General Legislative Assembly of Brazil, on the subject of reducing the enormous duty paid on the produce of the Gongo Soco Mine by the "Imperial Brazilian Company," the favourable result of which we had, sometime since, the satisfaction of communicating. From the great length of this document we are unable to give it insertion—as, however, the discussion referred to must be interesting to many of our readers who may be connected either with this or other Brazilian companies, and as it illustrates the views and feelings of the Legislature of that country, in which there seems to prevail a strong sense of liberal and enlightened policy in the majority, and singularly narrow and contracted views in some few of the members—we shall proceed to give a brief sketch of the proceedings.

The following are the resolutions submitted to the Chamber:—

1.—That the Gongo Soco Mining Company shall henceforward pay the same duties as the other mining companies established in the empire, besides the five per cent., which is rendered obligatory by the terms of its contract.

2.—That all laws to the contrary be rescinded.

In the discussion of these resolutions, it is evident that the principle to be kept in view, is (after recognising the justice and equity of the case) the encouragement of mining in Brazil, and the consequent benefit both of its population and Government—the former obtaining thereby profitable employment for their labour, and the latter an increase of revenue, not only by direct taxation of the produce of the mines, but, in a still greater degree, by the increased means of the people to contribute indirectly to its revenues, for it is plain, that if mining flourishes, agriculture must prosper also, and the whole population be thus enriched. In this view we consider, of course, the interest of Brazil only, for the benefit to the English capitalist of being relieved from an enormous and disproportionate duty (although great, and we believe participated in by both parties) is incidental only, nor could we expect his advantage to form a primary consideration in the discussions of a foreign Legislature.

The view of the case which we have here laid down, is in accordance both with common sense and with the soundest maxims of political economy; and it is satisfactory to find such principles recognised and advocated by the majority of the deputies who took part in the discussion, while we cannot too strongly reprobate the narrow views and the false injurious policy which mark the speeches of others among them. Still more strongly should we be disposed to animadvert on the absurd and unfounded suggestions thrown out by some, that the late decline in the produce of the Gongo Soco mine was fictitious and apparent only. This most ridiculous, and at the same time most injurious insinuation, was first brought forward by Sen. ALVARES MACHADO, who gravely wished

to have information to prove "whether the decline in produce which the company had lately experienced was real, or whether it was purposely arranged;" and after the declaration of the PRIME-MINISTER (subsequently still more strongly enforced by Sen. ALCIBIADES), that the required information had been already laid before Government, still persevered in the same demand, betraying a most unwarrantable distrust of the honesty and good faith of the company, although we do not observe the least proof attempted of this discreditable insinuation, which, we need hardly observe, from the open and public mode in which the affairs of the company are conducted, could not have the slightest foundation in fact. Another honorable deputy, although favourable to the reduction of the duty, considers "it should not be carried so far as to injure the national interests," and, further, that the decision "should be chiefly influenced by the greater or less richness of the mine." Here, then, we see all idea of justice and enlarged principle completely dismissed from the question, and immediate gain to the revenue, or in fact mere expediency, substituted in their stead.

The arguments of Sen. CASTRO E SILVA are equally weak and inconclusive—the honorable deputy is of opinion, that a contract once made should be kept inviolable, and "that the real equity of the Chamber consisted in maintaining unaltered the contract which the company had agreed to," thus setting aside the justice and the real merits of the question in favour of an assumed permanence and immutability, which no legislative enactments can ever possess consistently, either with equity or with the varying interests and necessities of the state.

We certainly feel much surprised, to see brought forward in a Legislative Assembly, constituted like that of Brazil, a proposition unjust in itself, and manifestly violating the laws of property, which however strange as it may appear, was proposed by a member representing the province of Minas Geraes. By the resolution to which we refer, the ten per cent. before alluded to is henceforth to be attached to the mines in possession of the "Imperial Brazilian Company," even though transferred to other parties.

We now turn with pleasure to the opinions expressed by the more liberal portion of the Brazilian Deputies, who, fortunately for the welfare of the country, constitute a large majority of the Chamber. Sen. ALCIBIADES proved that the resolution "was founded on justice and the general principles of equity, the more so, as all other foreign companies paid only the same duties as natives of the state." Sen. CARNEIRO LEAO fully exposed the injustice of making the Gongo Soco Mine pay a higher duty than others, and forcibly observed, "that if this mine produced more gold than others had done, it had, in the same proportion, been attended with greater cost to the company." Sen. FERREIRA FRANCA, after moving the omission of a clause unfavourable to the company, observed, that "he made the amendment, with a view to place foreigners on the same footing as natives. He could not conceive any reason why they should pay a heavier impost, having to perform the same works, and with the same degree of labour as the latter." In the justice of these views we fully coincide, and we consider it fortunate for Brazil, that they are entertained by the majority of her representatives, for it is upon such policy that her future prosperity must greatly depend. Among the liberal and enlightened statesmen of that country, we have much pleasure in making honorable mention of Sen. MANUEL ANTONIO GALVAO, now the Brazilian Minister in London, whose former exertions in favour of the Company deserve the highest commendation.

We understand there is little, we might indeed say, no doubt at all, that the decision of the Chamber in favour of the company will be confirmed by the other branches of the Legislature—a result which will not be more beneficial to the company than to Brazil itself—which, with all her mineral wealth and her vast natural capabilities, will make but slow advances in the development of these resources, unless by a wise and liberal policy she renders the introduction of foreign capital and foreign enterprise, desirable to other nations, and equally beneficial to them, as it undoubtedly must be to herself.

We last week inserted the letter of Mr. GEORGE ROSS, on the subject of the "Duke of Cornwall's Harbour and Victoria Railway Company," when we expressed our concurrence in the view taken by that gentleman, with reference to enforcing the payment of calls, under the clauses of the Act of Parliament and the Parliamentary Contract Deed. Of the merits (or demerits, if such exist) of the undertaking we have no further evidence or information than that afforded by the prospectus of the company, and the several communications which have appeared in the MINING JOURNAL, both at the period of its formation and those lately inserted; but the question which is most serious, is the point at issue between the directors and certain of the proprietors as to the correctness of the estimates, and how far dependence may be placed upon them, knowing, as we do, that a diversity of opinion exists on this point. Mr. ROSS certainly states that the capital which the directors are empowered to call, is more than ample to accomplish the object (which is, doubtless, his honest conviction); but it is equally true, that other opinions, and those of scientific and practical men, have been promulgated of a different tendency—and with these latter opinions, it would appear a large majority, we would almost say, the entirety of the shareholders agree the whole amount paid on the call made in January or February last (which should have produced 6600*l.*) not having exceeded 300*l.*, assuming, as we do, that no portion of the call subsequently made is included in this amount. We must confess, that with so strong an expression of opinion, for it amounts to this, the directors were rather premature in making a second call, without taking measures for enforcing the payment of the first, or affording such information as might have induced the parties to come forward with their instalments.

Whether the directors consider themselves justified in recovering the calls by legal process, under all the circumstances, remains to be seen; it being quite clear, that beyond their own circle the calls cannot be calculated on otherwise being responded to. It is also evident, on the other hand, that the proprietors, whatever may be their wishes, cannot dissolve the company, without they qualify them-



elves to vote at a special general meeting, to be convened for that purpose, i. e. by paying up the arrears due on their shares. We have already said, we think the calls should be enforced, more especially as, we believe, there are many good names subscribed to the Parliamentary Deed, who should be taught that they cannot subscribe for shares with impunity, and, further, that if they profit in the market by the sale of their scrip, they must bear the onus of responsibility attached to their subscription. We, however, would suggest to the directors of this company, and others similarly situated, whether it would not tend much to restore confidence and ensure the ultimate success of the undertaking, were they to obtain from an engineer, totally unconnected with the company, an estimate of the cost, as also a report on the advantages likely to arise. It is not our desire to cast any reflection on the engineer or other officers employed by the company, but where a doubt not only exists, but has been strongly expressed, to the effect that the undertaking cannot be completed within the capital, the shareholders may feel themselves, in some degree, justified in withholding the supplies.

Since writing the foregoing, our attention has been drawn to a case in point, so far as respects the liabilities of parties to the payment of calls made, where shares have been subscribed for. We refer to the proceedings in the case of the "Birmingham, Bristol, and Thames Junction Railway, v. Lewis," briefly reported in our present Number, from which it will be seen that a verdict has been given in favour of the company, for principal and interest. We fear the subscribers to the Parliamentary Contract Deed, will also in this instance, find on consulting the Act of Parliament, that the directors have the power of making calls to the full extent of the capital, and of enforcing the payment by legal process; nothing but an injunction, and this, we doubt the power of the Lord Chancellor to grant, can prevent them. The proprietors have the power to dissolve the company, but they must, as we have already said, be qualified to vote. While we direct the attention of the subscribers to the Act of Parliament, "limiting their responsibility," we would also submit to the consideration of the board of directors, the question mooted in the letter of our Correspondent, how far the call can be enforced after a notice that if the same be not paid "such shares will become forfeited according to the provisions in the said Act of Parliament?" Had the words been "will be subject to be forfeited," the question would have been open, as the directors have the right, under the Act, of either proceeding at law for the recovery of arrears, or of declaring the shares "forfeited." We think the question now arises, whether they have not, by this declaration, barred themselves from any legal claim, inasmuch that the option was with them, and of which they would appear to have availed themselves? We shall now take our leave of the subject, except in "agitating" the question of the powers of the directors, which is of the first importance, as involving a principle which affects so many other companies, and to which subject we shall return.

#### THE FUNDS.

##### CITY, FRIDAY EVENING.

The operations in the stock and share markets afford little room for observation. Consols are somewhat flatter, as will be seen by our quotations. India Bonds and Exchequer Bills are also lower, the former being slightly in advance. In shares a degree of firmness prevails, although in such cases as Cundy's Brighton Railway, the price is reduced to 1s. 6d. per share ex brokerage. London and Birmingham maintain their price. Greenwich, rather flat. Mining shares generally looking up, and more confidence evinced.

Consols closed at 91½ money, and 91½ for account. The Three-and-a-Half per Cent. Reduced Annuitants 99½, and the New Three-and-a-Half per Cent. 99½. Bank Stock is quoted at 211 money and for the opening. India Stock 259½ money. The premium upon India Bonds 45, and Exchequer Bills, 42 44.

Spanish Bonds 20 ¼ for Account with the May Coupons; 19½ ex Coupons; November Coupons 34; May ditto 24; Passive Bonds 4½, and Deferred 7. Portuguese New Bonds 39½, and the Three per Cent. ditto 25½ 26. Dutch Stock 52½, Old Fives 102½, and the New Loan 100½ for account.

The transactions in Railway Shares to-day have been wholly unimportant, and present no change worthy of remark.

#### LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 91½; Exchequer Bills, 42 44; East India Bonds, 45 7; Dutch Five per Cents., 102½; Ditto Two-and-a-Half per Cents., 52½; Portuguese Five per Cents., 39½ 40; Ditto Three per Cents., 25½ 6. Railways:—Stephenson's Brighton, 4½ ½ dis.; Great Western, 9½ 10½ pm.; London and Birmingham, 48 50 pm.; new shares 13½ 14½ pm.; Southampton, 16 15 dis.

POOL, AUGUST 31.—Average standard, 103½. Os.—Average produce, 7½.—Average price, 41 17s. 0d.—Quantity of ore, 4004.—Quantity of fine copper, 298 tons 12 cwt.—Amount of money, 19,773½. 3s. 6d.—Average standard of last sale, 99½.—Produce, 98.

LIVERPOOL.—The accounts from all parts of the country continue favourable. The sales of cotton and other produce in Liverpool are still large and the prices firm.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin from the port of London to foreign ports for the past week, ending the 29th instant, is as follows:—Gold coin to the Mauritius, 1250 oz.; ditto to the Cape of Good Hope, 1250 oz. Silver coin to the Mauritius, 14,500 oz.; ditto to Van Diemen's Land, 415 oz.

TEMPERATURE.—The last month was remarkable for its uniformly high temperature. M. Chevallier's thermometer has, almost every day at Paris, risen to 75, 79, and 80 degrees of Fahrenheit, and has even gone above eighty-two degrees. One morning, at a quarter before five, it was at 15 deg. 7-10ths of Reaumur, or 67 deg. of Fahrenheit; at twelve o'clock, 21 deg. 3-10ths Reaumur, or 80 deg. Fahrenheit; at one, 22 deg. Reaumur, or 84½ deg. Fahrenheit; and at two, 22 deg. 5-10ths Reaumur, or 82½ deg. Fahrenheit.

GOLD MINES.—It has been remarked that the Pacha's good fortune never long deserts him. At the very moment when his revenue is being undermined by this unexpected revolution in the commercial world, certain intelligence has reached the Government here that the German miners, whom he has had at work for some time, have at length discovered, in Kordovan, a gold mine of amazing riches, which is represented as unsurpassed by any known in Peru, and for the proper working whereof a thousand men have been demanded, and will be given. Of such importance was this information deemed, that a vessel was dispatched to Candia, where the Pacha now is, to notify it to him. He left this to repair thither on the 29th ult., on board a line of battle ship, and attended by a considerable part of his fleet. Ibrahim left also for Syria, on the 3d inst., and we know that both have reached their destinations in safety.

—Extract from a Letter, dated Alexandria, July 26.

NEW FUEL.—It is an interesting fact that turf is now used as fuel on board the steamers plying between Limerick, Clare, and Kilrush. The Garryowen has made the passage between Kilrush and Limerick, fired with turf, in three hours and twenty minutes.—Irish paper.

#### ORIGINAL CORRESPONDENCE.

##### DUBLIN AND KILKENNY RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As an admirer of the independent spirit with which your Journal is conducted, and fully sensible that all subjects cannot be treated at equal length, I am not surprised that mines should take the precedence of railways, or that you should occasionally prefer exposing abuses to dilating on the merits of undertakings of the nature of the Dublin and Kilkenny Railway. I feel, however, that it is only to direct your attention to the enclosed parliamentary and other official documents to ensure a space in your columns for notice of the advantages which are likely to arise from the prosecution of this measure—advantages which will not be confined to the shareholders, whose return is estimated by the report of the committee of the House of Commons at 13½ per cent. on the capital employed, but which will be enjoyed by the agriculturist and the manufacturing classes of Ireland, not to observe on the employment it will give her peasantry, in the expenditure of so large a capital as that required. I leave the subject in your hands with entire confidence, and thanking you sincerely for the interest you have manifested in the success and progress of our mining operations in this country,

I remain, Sir, your obedient servant,

Dublin, August 22.

J. M. (an Irishman).

[We had intended to notice this undertaking this week, but are prevented doing so by the many subjects pressing on us. We shall, however, endeavour to do it full justice in our Supplement of next week.—Ed. M. J.]

##### DUKE OF CORNWALL'S HARBOUR AND LAUNCESTON AND VICTORIA RAILWAY COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having read Mr. Ross's letter of the 14th instant, addressed to you, in which he says that it is the intention of the directors of the Victoria Railway Company to enforce the payment of calls, I beg to call your attention to an extract from a circular letter signed by that gentleman, dated March 13, 1837:—"And you, as one of such proprietors, are required to pay the said call accordingly, on the shares for which you have subscribed, as in failure thereof such shares will become forfeited, according to the provisions in the said Act of Parliament." As many original shareholders may not have noticed this paragraph, I shall feel obliged by your giving it publicity through your Journal, it being in my own opinion a complete defence to any suit at law, which the directors may bring against the subscribers, should they put their threat in execution.

I am, Sir, your obedient servant,

A SUBSCRIBER TO YOUR JOURNAL.

[Our correspondent is fortunate in having written briefly. We have been obliged to defer the insertion of three other letters from their prolixity, subject to the chance whether they will appear at all. We only did justice to Mr. Ross—will our correspondents do justice to us, and pay for their favours as advertisements?—Ed. M. J.]

#### HOT-BLAST.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The able letter of "Mr. Wood," inserted in your last publication, refers to a subject of so much interest at the present time, and one on which that gentleman's communications, together with those of your other correspondents, tend to throw so much light, that I am induced to offer a few further remarks upon it—the general introduction of the hot-blast being, as you have justly observed, a subject of the utmost importance to the iron trade, while there is no reason to suppose the difficulties which in some cases have opposed this process, are by any means insurmountable.

The excess of carbon pointed out by your correspondent, "Alpha," is undoubtedly, as "Mr. Wood" observes, "a defect incidental to all iron, whether manufactured by the hot or cold-blast," and is well known to be indicated in the working of the furnace by the presence of laminae of a nearly saturated carburet of iron, with which the workmen have from time immemorial been familiar, and which they designate by the technical term of "kish." That this excess of carbon occurs in a greater degree in the hot-blast iron, seems to be rendered evident from the circumstance of its working up with so large a proportion of scrap iron, and the preference given to it by founders on this account; and although the effect of this is not perhaps very important, it may still have some tendency to lessen the strength of the iron. Your correspondent, "Alpha," has observed that the Scotch pig iron combines with the carbon "mechanically as well as chemically"—a circumstance which, doubtless, takes place with iron generally—and "Mr. Wood" seems to entertain the same opinion, since he states that "the effect produced by the combination in excess, is evidently that of separating the atoms of which the iron is composed," further adding that their attraction is thus lessened, and the strength of the iron reduced.

The process of re-melting undoubtedly does much to remove this excess of carbon; yet it seems reasonable to suppose, that if the hot-blast iron is more highly carburetted than the cold-blast in the first instance, that all other circumstances being equal, it is likely to retain a larger proportion of carbon afterwards. The circumstance may not be of any great importance, but should it actually take place, it is deserving of attention as essential to a complete view of the facts of the case.

The opinion expressed by "Mr. Wood," that iron combines with carbon in definite proportions, carries with it a great degree of probability, being strictly in accordance with the general and ascertained laws of chemical combination; and the various qualities of iron known in the trade, of which he gives so able a description, are very possibly combinations of as definite a nature as any of the salts or metallic oxides. An approximate table of these combinations was formed many years ago by Mr. Mushet, which affords evident indications of definite proportion, but a thorough and precise knowledge of this subject still remains a desideratum, and would be highly important, as well as a further examination into the merely mechanical combinations before alluded to.

Careful and exact analyses, both of the ironstone and the iron of different districts, with other collateral information, would undoubtedly be of great value to the iron trade generally; and it seems extraordinary that so little has yet been done towards accomplishing this object. A series of experiments on the cooling and crystallization of iron, under different circumstances, might not improbably also lead to interesting results; and with the spirit of inquiry which is now excited relative to this important manufacture, we may entertain some hopes that both this subject and those previously referred to may receive some attention.

The hot-blast stands deservedly pre-eminent as the most valuable discovery in metallurgy which has been made in recent times, and where it has been brought into successful operation, has been the means of effecting an extraordinary and unexpected degree of economy. No exertion should, therefore, be spared to ensure its general adoption, and our confidence in this result must be greatly increased by the statement of "Mr. Neilson" in the Mining Journal of last week. The facts and analyses to which he refers, may be expected to throw a new light on the subject, and to clear up many of the difficulties in which it has hitherto been involved—they will therefore be looked for with an interest proportioned to their importance.

I am, Sir, yours &c.,

Hackney-road, August 30.

FREDERICK BURR.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As M. de Boussoi, in his letter addressed to you, and inserted in your last Journal, has taxed you with partiality in reference to your remarks on my letter of the 1st instant, I think it would have been more decorous and consistent on his part, had he carefully abstained from placing himself in a situation, which laid him open to a similar charge. That he has not had this discretion, I will endeavour to make apparent, notwithstanding the claim he sets forth of being "more generous (than I have been) in stating pro and con."

In the statement he has favoured us with, of the strength of iron, which he says was communicated to him by two scientific and practical gentlemen experimentalising for the British Association, he gives us the comparative strength of the produce of Butterley hot-blast, Low Moor cold-blast, and I presume, the average of Scotch hot-blast iron. That this statement is perfectly correct I have not the least disposition to dispute, in short, I have not a doubt upon the matter; but at the same time, I must be allowed to ask what light it throws upon the subject at issue, as regards the comparative value of iron manufactured under the hot or cold-blast process? For my part I can see none whatever, for it only goes to show that the hot-blast iron made at Butterley is stronger than the cold-blast iron made at Low Moor, and also than the hot-blast iron

made in Scotland. This result may very readily be explained as arising from local circumstances, it being well known, that iron made at different iron works, even in the same districts, possess dissimilar qualities, arising from physical differences in the character of the materials from which it is produced. Had this gentleman gone pro and con into the matter, as he assumes the merit of having done, he would have given us the relative strength of hot and cold-blast iron made at each of the works he refers to; this course, as far as the experiments were carried, would have been decisive and satisfactory as to the question at issue, and would have relieved him from the imputation of having done himself what he condemns in others, that of advocating one side of the question only.

He has likewise favoured us with a table of the specific gravity of hot-blast iron made at different works in this country; but here, as in the case of the strength, he confines himself to that produced with hot-blast. Had he given a comparative statement of the gravity of iron smelted, both with hot and cold-blast, it would have possessed some interest, inasmuch as it might possibly have shown, that that produced with the former was lighter than that with the latter, from which it might have been inferred, that the hot-air iron contained the largest proportion of carbon, &c. I do not mean to say that this would have been the result, for I have never tried it, but I think it very probable.

How far he has succeeded in bringing forward facts to contradict my statement, I must leave to your readers to judge, but I do not consider it at all necessary to trouble you by going further into the matter; and shall merely add, that I am anxiously looking forward to the pleasure and instruction I shall derive from the promised new theory on the reduction of metals, which is to give quite a different idea of what is going on in a blast furnace. I am, Sir, your most obedient servant,

Aberystwyth Iron Works, Pontypool, August 29.

Wm. Wood.

#### MINING CORRESPONDENCE.

##### ENGLISH MINES.

###### ST. HILARY MINING COMPANY.

August 19.—I see no new feature in our operations at Wheal Leeds worthy of particular remark, since my last communication. The fifty fathom level east, and sixty fathom level east and west, continues equally as productive, and the fifty fathom level west is looking more kindly, and will, we trust, speedily be as productive as the other levels. We have not made great progress in sinking the new winze from the fifty to the sixty fathom level, east of the new engine-shaft, in consequence of being impeded by water. We persevere in sinking that shaft under the sixty to a seventy fathom level, as fast as the nature of the ground, which still continues hard, will allow.

August 26.—With reference to our operations in Wheal Leeds, and the general appearance of the mine in the past week, I do not see any thing of interest to communicate, except that the prospects continue as favourable as they have done for some time past. The fifty and sixty fathom levels east, continue very good. The sixty west is, at this moment, disordered, but the lode continues productive. We have not taken down the lode in the fifty west, nor in the new engine-shaft sinking under the sixty or seventy fathom level—the ground is still hard: we are down about two fathoms under the sixty. The tributaries are working satisfactorily.

C. N. BEATER.

###### POLBREEN MINING COMPANY.

August 19.—Herewith I beg to hand you (as usual) the particulars and prospects of our proceedings, by way of report.—The ground in Stainsby's engine-shaft is as well as can be expected, and is now sunk below the fifteen fathom level two fathoms. At the twenty-two fathom level, Vice's Flat-rod engine-shaft, we hope to complete cutting the whim plat by the end of this month. At the twelve fathom level driving west, on Dorcas's lode, it is about five inches wide, exceedingly rich for tin, and should it continue, by extending this level in that direction, we shall make some valuable tribute pitches. At this level, driving west, on the Downright lode, it continues in a hard caple strata, mixed in tin almost throughout, but altogether not rich. In working Dorcas's old bottoms, in the eastern part of the mine, we find the lode large, three feet wide, but by no means so well as reported by the old men, and at present the prospects there are dull, and I fear the tributaries will not earn but very small wages. Respecting our tribute department, the pitches are, on an average, looking moderately well, and the men working with spirit and getting wages—one in particular, at the back of the twelve fathom level, on Dorcas's lode, by four men, has of late pretty much improved. We sold last Wednesday a small parcel of tin, amounting to 79½ lbs. 3d., and on Thursday next we shall sell at the ticketing about eighteen tons of copper ore.

August 26.—The reason of my sending you a report of this mine now is (you are aware), that I shall be absent to the eastern mines all next week, and it is not likely I shall be able to return in time to write you on Saturday next, 2d of September. The following I beg to hand you as my report of the present prospects and proceedings of this mine. At Stainsby's engine-shaft the ground continues moderate for sinking, and are getting on as well as we can reasonably expect. At Vice's Flat-rod engine-shaft, the twenty-two fathom level whim-plat is completed, and have this day set the cross-cut to drive south towards the lodes. At the twelve fathom level driving on the Downright lode, east of the engine-shaft, we find it hard and difficult for driving; the lode, however, is large, producing excellent stones of tin, and which we consider has a promising appearance. At the same level driving west, on Dorcas's lode, we have, I am happy to say, a very good prospect; the lode varies from six to eight inches wide, exceedingly rich for tin: we have set the end and back today on tribute, to twelve men, at 6s. 8d. out of the pound. In what we call the eastern bottoms, we find Dorcas's lode poor; still we consider it well deserving a further trial, and have set a winze only, to sink on tutwork, to prove the lode going down below the present depth worked by the old men. You will perceive by the setting report, that we have twenty-six underground tutworkmen employed, and twenty-eight tributaries working. Last Thursday our little parcel of ore, computed eighteen tons, sold to Williams, Foster, and Co., brought 11½ per ton.

R. ROWE.

###### GWINEAR MINING COMPANY.

August 26.—Since my communication of last week I have nothing particular to report with respect to our operations in Parbola. Ten Fathom Level North.—We continue to drive this level to get under the tin ground in Wylham's shaft. Twenty Fathom Level North.—We have driven this cross-cut entirely through the elvans, and are prosecuting this level north, towards the copper lode. Twenty Fathom Level South.—The ground in this cross-cut continues, as it has always been, very favourable; and neither this nor any other level in the mine is expensive for timber; the progress is therefore satisfactory that we are making to see the south lodes at this level. Wylham's Shaft.—We shall not resume operations here till we have completely unwatered it, by bringing our ten fathom level under it. C. N. BEATER.

###### CORNUBIAN MINE.

August 26.—In giving the report of this mine, I beg to observe, that our sixteen fathom level, on the west cauter, is still looking well; same level east, on the east cauter, is holed to Bowden's shaft, and I hope soon that we shall be able to ascertain what that level will produce: very little alteration in the other levels since last report. We expect that our cross-cut at the sixteen fathom level will be under the new engine-shaft very soon. We have this day sampled about sixty-three tons of lead, and we have now more than twenty tons undressed on the mine, and our tributaries are still getting on well; and though we have not sunk a foot since last February, we are still getting a good sampling every month, and it is quite unreasonable to think that we could do more, considering not sinking a foot of ground for six months; if we had had machinery to drive the water from February last to this time, we should be able to raise at least 100 tons per month.

JOHN BOKLASE.

###### WHEAL BROTHERS MINING COMPANY.

August 28.—I beg to inform you, that the engine-shaft is now about four fathoms below the forty fathom level: the lode in the shaft is about sixteen inches big, of a very promising description—is composed of fluicun, carbonate of iron, lead, silver, &c. The lode in the forty fathom level west, still continues large, and without any material alteration in appearance. The lode in the forty fathom level east, is about eighteen inches big, composed of fluicun, sphatose, iron, &c.: the ground in this end is very much improved.

G. BENNETTS.

###### HOLMBUSH MINING COMPANY.

August 28.—I have the satisfaction of informing you, that the lode in the eighty fathom level west is two feet wide, and much improved in quality—will now produce four tons of good ore per fathom. We have advanced about six fathoms in this run of ore ground, and from the present appearance of the lode in the old, it will continue to improve. The lode in the west stopes, in the back of this level, is one foot and a half wide, chiefly mundie, ore, and blende—will not produce more than half a ton of ore per fathom. The lode in the east stopes, in the back of the eighty fathom level, is poor; and as there is no communication from the sixty-two to the eighty fathom level but through the engine-shaft, we have commenced a rise from the upper part of these stopes, which is about six fathoms below the sixty-two fathom level; this will be of very great importance for ventilating the eighty fathom level, and at the same time prove the lode. We are driving west from the winze, at a seventy-two fathom level—lode from one and a half to two feet wide, very promising, with ore throughout, and we believe that we shall soon realise a course of ore at this point. The lode in the twenty fathom level east is fifteen inches big, chiefly caple and mundie, with a little ore. We have sunk in the winze below the twenty fathom level, on Flap-



jack lode, ten feet ten inches; the men are not able to sink deeper, in consequence of the water being so quick. The lode in the bottom winze is one foot big, good saving work; the men are now stopping east of the winze. The lode in these stopes will produce about one ton of ore per fathom; the water is kept by a hand-pump, which is in constant work. We have much satisfaction in informing you, that from the alteration made in our drawing-machine, it will prove to be a saving in costs and labour upwards of 20l. per month. Very little alteration in our pitches since my last report.

S. SECOCOME.

## TAMAR SILVER LEAD MINING COMPANY.

August 28.—We have commenced driving a level south at the 135, where there is a lode about a foot big, producing silver lead ore. We shall not commence driving north until next week. The lode in the 125 fathom level is from a foot to a half big, producing good work. The lode in the eighty-five fathom level is about two feet big, producing silver lead ore. We are now shipping the parcel of silver lead ore, computed forty-one tons (21 cwt.), sold last week to Messrs. R. and W. Michell, at 15l. per twenty-one cwt. We sold, on the 28th inst., to the smelting works, one parcel of silver lead ore, net or dry weight, 40 tons (21 cwt.) 20 cwt., at 15l. per 21 cwt.—Total, 614l. 5s. 8d.

MARK JAMES.

## EAST WHEAL STRAWBERRY MINING COMPANY.

August 28.—The ground in the thirty-five fathom cross-cut, at Groul's, is spare for driving; and according to the bearing of the Great Stopes lode, in the twenty-five fathom level, and the extent of ground we have driven, we ought to have intersected it ere this time. At the twenty-five fathom cross-cut we have cut a small view or branch of a lode, which generally runs some eight or ten feet north of the Great Stopes lode, and has become more favourable for driving. At Orchard, the lode in the sixteen fathom level is about two feet big, of a tiny nature, though not rich. The lode in the twenty-four fathom level is four feet wide, and much of the same description. The lode in the shaft is two feet six inches big, saving work for tin. On Saturday last we sold to Messrs. Michell and Co., 4 tons 14 cwt. 3 qrs. 11 lbs. black tin, at 39l. per ton, amounting to 184l. 19s.

F. EVANS.

## ALBION MINING COMPANY.

August 29.—In the past week we have almost driven, in the seventy east from engine-shaft, three fathoms; although the lode at this time is not quite so large as when reported last, we do not entertain a worse opinion of it in consequence, but rather on the contrary. We may expect, after driving about five fathoms further, we shall be under the promising or ore ground gone down under the sixty fathom level. The lode in the sixty east from Nicholson's shaft, assumes much the same appearance, both in size and quality now as when reported last. The stopes in the back of this level, west from Nicholson's shaft, still produces good ore; also the quantity is much more than we could calculate on from this place. The stopes at the forty-seven fathom level appear to be just the same now as when we commenced stopping. I am glad to say the back of the thirty fathom level, east from Nicholson's shaft, has been, and is now, looking much better than we or any other person expected; we may reasonably expect, according to present appearance, a fair quantity of ore from this place. You will perceive, from the foregoing, we are not worse, but a shade better.

J. MIDDLETON.

## BRITISH TIN MINING COMPANY.

August 28.—*Twelve Fathom Level.*—The average size of the middle lode is much the same as last reported, but not looking quite so productive of tin-let to four men, at 25s. per 100 kibbles. Let to four men Osborne's plat, to finish cutting and secure with timber, for 3l., and the first five fathoms to drive, at 4d. per fathom. *Thirty-two Fathom Level.*—The ground in this end is much easier—let to six men one fathom, at 8l. per fathom. Let the smith's work for two months, at 3l. 3s. per month.

J. BRAY.

## TINCROFT MINING COMPANY.

August 30.—I beg to inform you that the lode in the engine-shaft continues much the same as for some time past, large and ore throughout; 132 west, still a good lode in the end; 110 east, lode large, and producing good work for tin stopes in the back; 110, lode large, producing work of fair quality, rather improved in the past week. The stopes in the back of the 100 continue equally good both for tin and copper, as for some time past; stopes in the back and bottom of the ninety, are now producing work of superior quality to what they generally produce; as is also the branch lately discovered in the side of ninety level; we have set an end to drive west on this branch at 40s. per fathom, no doubt the branch is worth at least ten pounds per fathom, having a good back and bottom. The eighty-one fathom level east having been driven through the cross-course, resumes its former appearance, and is again producing excellent tin stuff. On the whole, our prospects continue very good, we have now from 1000 to 1200 kibbles of good work for tin and copper underground in the eastern part of the mine, which we shall not be able to draw to surface till our new steam-whim goes to work; the engineer says he hopes to get it to work in a week or nine days. I expect we shall get from twelve to fourteen tons of black tin ready for the next Treloweth ticketing of the 12th of September. We have taken about seven tons of arsenic from the flues of Calcein, the which we have sold to Mr. Conn, of Truro, for three pounds three shillings per ton, the mine to pay the carriage of seven shillings per ton. The above quantity of arsenic was about eleven weeks accumulating, thus you see we shall soon pay for the calcine and burning-house by the arsenic we shall get from the flues.

W. PAULL.

## WEST WHEAL BROTHERS MINING COMPANY.

The lode in the forty-three fathom level is looking rather better than last reported—getting larger, and the tin stuff richer. West, at the same level, I cannot perceive any material alteration, neither do I expect much before it is extended further under the thirty-three, where we are raising the principal part of the tin ores. I think, in addition to what is already set, another pitch may be set next Saturday, which will augment the produce. I have strong reason to suppose we are getting near the lode in the engine-shaft, in consequence of the ground breaking in large floors.

J. CARPENTER.

## TRELLEIGH CONSOLS MINING COMPANY.

I am happy in being able to inform you that our operations at Shanger daily confirm our good opinion of these lodes; in the present west end, on the south lode, the lode is fifteen inches wide, of the most promising nature, producing ore to the amount of nine or ten pounds per fathom. The pitch in the back of this level continues to look well as it follows the end, and the men are working regular, and getting wages at two shillings and threepence; but as we get higher in the back, the lode is not so rich, consequently I expect next survey-day they will require an advance in tribute. In driving west on the north lode at this level, the lode is improving, and the ground of a beautiful appearance, from which we may hope to raise quantities of ore. I purpose putting four men to drive east on this lode, where we have a good bunch of ore to begin upon, worth at least eight pounds per fathom in sight. In the thirty and bottom level at this shaft, the lode is large and promising to be a good one, but as yet we have but small quantities of ore in either end, not being under where we had the ore in the level above. I have set the pit to cut at this level to prepare for sinking with all possible speed. This part of the mine is likely to pay all your outlay with interest. At Christie likewise you may expect satisfactory returns; we have a pair of tributers working the back of the ten fathom level, and getting wages. The twenty fathom level on the north lode is driving by two men only, who are raising stones of ore, while the pitch in the adit over is producing good work, and the tributers getting wages. We have two or three other pairs of tributers working, and all getting wages.

W. SINCOCK.

## WEST WHEAL JEWEL MINING ASSOCIATION.

August 28.—Buckingham's Diagonal shaft is now down four fathoms under the thirty fathom level; the lode continues its size (about twelve inches wide), in it we find stones of an excellent quality, which we consider to be a change for the better. *Thirty Fathom Level East.*—The lode in this end is about fifteen inches wide, composed of gossan, spar, and yellow muddle. *Thirty Fathom Level West.*—We have been opening on the branch mentioned in our last report, which is about twelve inches wide, producing stones of yellow ores, such (as to quality) as were never seen in this lode before; we are saving some of the ores every day, and as far as we have opened, we find the lode gradually improving. Our pitches are looking much the same as on our last report. Driving west, on Morcom's lode, which is about three feet wide, composed of gossan and spar, producing stones of grey, black, and yellow ores, and green oxide. We have divided Roselobby old shaft, in order to put down the rods, &c., and shall finish sinking the bob-pits this week.

M. WILLIAMS.

## UNITED HILLS MINING COMPANY.

August 28.—*East Diagonal Shaft.*—The lode at this level is small and poor. *Twenty-five Fathom Level.*—At this level the lode in the stopes is two feet wide, producing good ore. In the winze sinking below this level, lode three feet wide, two feet ore, of a fair quality. *Adit Level (East United Hills).*—Lode two feet, with gossan, &c., but poor for copper ore. *Adit Level.*—The lode in the winze sinking below this level, is about three feet six inches wide, with good stones of ore. *Ten Fathom Level.*—In driving this level east, we find the lode two feet six inches wide, about eighteen inches good ore. *Twenty Fathom Level.*—Lode four feet wide, producing very little ore. *Twenty-one Fathom Level.*—No alteration since our last at this level. *Twenty-seven Fathom Level.*—The lode in this level is three feet wide, producing some ore, but of a low price. In the winze sinking below this level, lode two feet six inches wide, producing ore of a fair quality. *Thirty Fathom Level.*—Lode four feet six inches wide, three feet very good ore. *Thirty-six Fathom Level.*—Lode in the eastern end of this level six feet wide, one foot on the north part producing some good stones of ore—no alteration in the cross-cut.

C. PENROSE.

## BRITISH COPPER MINING COMPANY.

August 30.—Nothing of importance had occurred on the mine when I left last evening, and if there should before this day's post leaves, I desired them to inform the board of it, but if not, they will not receive any further report.

J. STEPHENS.

## REDMOOR CONSOLIDATED MINING COMPANY.

Callington, August 29.—I should have written you the report yesterday, but this being our regular monthly setting day, it was impossible to do it. We have this day set two ends to drive on the lead lode, at the fifty fathom level, which presents such favourable indications, to be equally as good as mentioned in my former reports. The lead lode, in the forty fathom level south, is about one foot big, producing silver lead ore, of good quality. There has been a considerable improvement taken place in one of our pitches, in the back of the forty fathom level, the lode being about eighteen inches wide, producing the best work ever yet raised in the mine. The tributers are generally satisfied with the present mode of setting it by per ton, and the setting went off comfortable.

H. RICKARD.

## EAST CORNWALL SILVER MINING COMPANY.

August 28.—I beg to hand you the account of the proceedings of last week, with the state of the mine. The lode in the twenty fathom level east, is about six inches wide, and not looking so promising as in my last report. The lode in Mexico shaft is about nine inches wide, composed of white iron, muddle, and spar; we hope to hole soon, when we shall be able to make to better advantage. The lode in the back of the twenty fathom level is about eighteen inches wide, and has got a very kindly appearance. I hope by my next, that we shall have some silver in that place.

J. WILLIAMS.

## ENGLISH MINING COMPANY.

Great St. George, August 29.—At Great St. George the forty fathom level, west of Catcher's shaft, contains a small and poor lode. As, however, we shall shortly intersect the cross-course upon which we have driven at the levels above, to cut the north lode, for the purpose of effecting the same object at this level, we shall immediately commence driving thereon, and shall hope to accomplish our purpose in the course of from four to six months. The lode at the thirty fathom level, west of Catcher's shaft, is two feet and a half wide, of which about twenty inches is saved for dressing, and will yield some three or four tons of low priced ore per fathom. A trifling improvement has taken place in the winze rising at the back of the twenty; the lode now contains an ore leader, four inches wide, and its appearance generally are decidedly more encouraging than they have been for a considerable length of time past. For the last two or three months, the indications of the twenty fathom level, east of Goyen's, on Callaway's lode, have been of a discouraging character; and having some doubts of its being in reality Callaway's lode, an underground plan of this level, and that on the course of Humphries' lode, has lately been laid down with much accuracy; by this our doubts are by no means removed; instead, therefore, of continuing to drive eastward, our intention is to cross-cut northward, when, if nothing is discovered in the intermediate ground between the two lodes, we shall be bound to consider, however much against our inclinations, the present as Callaway's lode. The twenty-three fathom level, east of Goyen's, has much improved since my last communication; the lode is at the least twenty inches big, and contains good stones of ore, a great abundance of jack (always a good omen) and some muddle. The twenty fathom level, west of engine-shaft, consists of several small branches; good stones of ore are occasionally broken, but by far the most striking feature of this end, since my last report, has been that of irregularity. The ground at the ten fathom level (Stephens'), through which the cross-cut, towards the south or Callaway's Flat lode, is passing is favourable; but in the adit, towards Burton's shaft, it is somewhat harder than common. About a week back, as much as 15l. was given for a second fathom of ground in the cross-cut, towards Coombe's lode, at the eighty fathom level south mine; since then, however, a slight change for the better has taken place, which, though unimportant in itself, we take as a pledge of future improvement. The lode at the seventy, west of Flat-rod shaft, is fifteen inches wide, and will produce three tons of ore per fathom, but not of so good a quality as we were at first led to expect—the price of the ore last sold being less than was anticipated. The eastern level at this depth is composed chiefly of spar, with only a stone or two of ore here and there to be seen. The winze from the sixty is sinking through a very poor and hard lode. Poverty is still the characteristic of James's lode, at the twenty fathom level, west of Devonshire's. At East St. George, the lode, although occasionally producing good stones of ore, is on the whole poor. Campbell's shaft is at last holed to the adit level; we shall, therefore, expect to proceed with greater dispatch for the future, especially as, at about the ten fathom level, the lode will be intersected, on the course of which the shaft will afterwards be sunk. Burton's shaft is deepening with its accustomed regularity. At Wheal Leisure the ground in the main engine-shaft is rather softer, but no important alteration is discernable in the lode itself. At the 106 fathom level eastward, the lode is two feet and a half wide, eight inches of which is a leader of ore and muddle, worth for the former about 6l. per fathom. This is not so good as when last reported; the appearances, however, are still promising, and I hope, by setting day, to be able to say something better. Westward, at this level, the lode is pretty much of the same stamp as in the shaft. Some excellent stones of ore are breaking from the ninety-six, on Kernick's lode, which is from twelve to fifteen inches big, and contains, besides the ore already mentioned, spar, muddle, and flucaen. The lode at the eighty-six, west of western engine-shaft, is twenty inches wide, of caple, spar, and a sprinkling of ore, and some muddle; and, altogether, must be reported as somewhat improved, when taken in comparison with our statement of its appearance a fortnight ago. In Wheal Prudence bottom level, the ground is a shade softer than it was on the day of setting. A hard bar of caple has been met with in the sixty-two fathom level during the past week, which has thrown up the water into the back of the end, causing thereby a little more trouble to the men in driving; the lode, however, still wears well, and will yield from two to three tons of ore per fathom. Four tons of ore will be about the present average of each fathom's sinking in the winze from the fifty-two, which, in every other respect, is looking remarkably promising. In regard to the pitches, some at St. George, especially on Callaway's lode, which, shortly after the commencement of the month, presented appearances of a most cheering kind, have within the last week or two fallen off considerably—yet these may revive, and I hope most sincerely they will. At the south mine, a large quantity of inferior ore is raising by John Williams and partners, from a pitch which was refused by the old pair, at 13s. 4d. in the pound. From this pitch alone we may probably have 100 tons. Nothing new in this department has occurred; at Wheal Leisure something more than 100 tons will most likely be scraped together by the sampling. The tributers at Wheal Prudence are working with much spirit, inasmuch, that we have every reason to expect a larger sampling for September than for July last.

H. HUMPHRIES.

ACCIDENT ON THE LONDON AND BIRMINGHAM RAILROAD.—Last Sunday night, considerable alarm prevailed among the vast crowd of persons assembled along the line of the London and Birmingham Railroad, from Euston-grove to the tunnel at Primrose-hill, in consequence of the delay of the trains, which had gone off to Boxmoor, Watford, and Harrow, in the course of the day. At ten o'clock not one had reached London, while the time of arrival of the first is generally about a quarter or half-past eight o'clock. The worst fears, however, were raised, when a little before ten o'clock an engine was observed to proceed from London, on its way up the line, which had a vehicle with several labouring men in it, some of the directors being stated to have accompanied the engine. Reports began to be spread of an alarming tendency, that the steam-boiler had exploded, that the trains had been upset, and that several lives were lost; and several persons who had relatives who had gone to Boxmoor, &c., arrived expressing the greatest anxiety. About a quarter past ten o'clock the first train, consisting of thirty-eight carriages, all completely filled, arrived at the head station in Euston-grove. We then heard that the cause of the delay was owing to the steam conveyance having got off the road at the Harrow station. As it weighed about five tons, information was sent to town, when the apparatus necessary to place it on the rail again was sent off by the engine above-mentioned. By about a quarter to eleven two other trains arrived, the whole bringing above 1000 persons.

AMERICAN RAILWAYS.—The motion and the noise are distracting. Whether this is owing to its being built on piles, in many places—whether the fault is in the ground or construction, I do not know. Almost all the railroad travelling in America is very fatiguing and noisy. I was told that this was chiefly owing to the roads being put to use as soon as finished, instead of the work being left to settle for some months. How far this is true I do not pretend to say. The railroads which I saw in progress were laid on wood instead of stone. The patentee discovered that wood settles after frost more evenly than stone. The original cost, in the state of New York, is about two thousand dollars per mile. One great inconvenience of the American railroads is that incessant shower of large sparks, destructive to dress and comfort, unless all the windows are shut, which is impossible in warm weather. Some serious accidents from fire have happened in this way; and during my last trip on the Columbia and Philadelphia railroad, a lady in the car had her shawl burned to destruction on her shoulders; and I found that my own gown had thirteen holes in it; and my veil, which I saved my eyes, more than could be counted.—Miss Martineau's America.

## THE IRON TRADE.

BRISTOL.—We are happy to hear that there is a revival in this trade an advance of 1l. per ton took place last Monday.

WORCESTER.—A second rise of 1l. per ton took place here on the 24th ult.

MONMOUTHSHIRE.—The demand for iron of all descriptions made in this neighbourhood has become unprecedentedly great; so much so, that many of the makers have determined to close their order-books, and reject orders at any price. We understand that the stocks of iron in dealers' hands throughout the empire are remarkably small, owing to the expectation that prices would still recede. The reaction upon this important branch of business has come so suddenly, that many persons conversant with the trade have not been aware of the advance of prices in time to have their orders entered by the makers. The nominal price of bars is 7l. per ton, and No. 1 foundry pig-iron, 4l. 10s., on board at Newport.

BRISTOL.—The prices of iron have fallen considerably in England, in consequence of the American crisis. The rails may now be had at 300 francs per ton, delivered in Belgium; and here we pay 420 francs to our masters of iron works, who even do not care to employ them.

MERTHYR.—We are happy to say, that after a considerable depression, an advance has taken place in the price of iron to 7l. iron bars, and 7l. 10s. rails ditto. Some of the large iron works are very full of orders for railway bars. This looks well, and coupled with the general commercial prosperity, shows that, spite of all the Tories are doing, the country has confidence in the Whigs.

EDINBURGH.—Within the last fortnight this branch of trade has greatly improved; the works in Staffordshire and South Wales are fully employed in orders, which will keep them going for two months, and we believe at an advance in prices of from 2l. to 3l. per ton; a further advance is daily expected, as the stock of iron generally in this country is smaller than it has been for many years.

LIVERPOOL.—The trade is beginning to recover from the late severe pressure, iron having advanced 1l. per ton in the manufacturing districts.

ENGLISH IRON.—The English iron ore imported at Antwerp, for the account of the smelting companies, yields fifteen per cent. more than the Belgian ores.

THE TIN PLATE TRADE still labours under a depression both as to price and demand; but we are informed that an evident improvement is experienced, and that many inquiries are making by purchasers on speculation and for consumption, and several large sums of money have already been invested in this article, with the pretty certain prospect of realizing higher prices. The present price of the best charcoal tin plates, L.C. is 29s. per box, delivered in Newport or Bristol.

NEWCASTLE AND CARLISLE RAILWAY.—The following is a statement of the revenue of this railway for the month of August. The intermediate distance now performed by coaches is expected to be opened early in the ensuing year. Week ending August 5th, 1000l. 19s. 2d. ditto, 12th, 1179l. 9s. 7d.; ditto, 19th, 1088l. 6s. 7d.; ditto, 26th, 1209l. 4s. 5d. About half the amount is from passengers and half from goods.

MANCHESTER AND LEEDS RAILWAY.—The cuttings on this important and extensive line of railway have been commenced at two points in the country between Manchester and Oldham.

GRAND JUNCTION RAILWAY.—The receipts upon this line, from the opening up to the end of the week before last, being a space of six weeks and four days, were 35,538l. 10s. 2d.

NORTHERN AND EASTERN RAILWAY.—There is some prospect of the railway not much longer remaining among the *status quo*. Vigorous measures are expected to be taken immediately for the prosecution of the undertaking. The directors have very honourably given up their claim of 1800l. during the time the works have been suspended. This is an exceedingly good hint to other directors, and particularly to those who may get elected for the purpose of obtaining the salary.—*Railway Magazine*.

NEW FIRST-CLASS TRAIN OF CARRIAGES FOR THE LIVERPOOL AND MANCHESTER RAILWAY.—On Monday a new train of first-class carriages started from the station in Lime-street for Manchester. The car is of a novel construction, and consist of the royal mail carriage and others. Among the contrivances which tend to augment the comfort of the passengers, we would particularly mention the additional elbow-rests, the sides and the lining of the lights and doors. The buffer work underneath is a very ingenious piece of mechanism, and does great credit to the inventors, Mr. Booth and Mr. John Gray.—*Liverpool Standard*.

RAILWAY PROJECTS.—THE EARTH HATH BUBBLES AS WATER HAS.—The proposed railways in England and Wales, as tabulated in the present session, are twenty-seven in number, amounting in length to 794 miles; the length of tunnelling is about eight and three-quarter miles; and the number of bridges 1595, or about two per mile.

THE POTTERIES.—It is estimated that the value of the various sorts of earthenware produced at the Potteries, may amount to about 1,500,000 or 1,600,000l. a-year, and that the earthenware produced at Worcester, Derby, and other parts of the country, may amount to 750,000l. making the whole value of the manufacture 2,250,000l. or 2,350,000l. a-year. The consumption of gold for gilding, &c., at the Potteries, is about 650l. a-week, and of coal about 800 tons a-week.

FIRE-DAMP EXPLOSION.—Two men were severely burnt on Wednesday week in one of the coal levels of the Plymouth Works, by an explosion of fire-damp.

ACCIDENT.—On Saturday last, Meredith Rees, living at Pont-y-gwail in the parish of Merthyr, fell from a tram belonging to a train attached to an engine, and the wheels of another passing over him fractured his ribs and inflicted other severe bodily injuries. He is, however, likely to recover.

FIRE-DAMP.—Two young men, colliers, in the employment of Messrs. Hill, at Merthyr, were dreadfully burnt last Wednesday week, from an explosion of foul air in one of the pits belonging to those gentlemen. It appears that they were aware of the presence of the injurious gas, and placed their candles at a distance, while they beat (a term used by miners) the foul air away. We fear that this is but another instance of danger of using an open light in preference to a safety lamp.

MINES EXPLOSION.—NARROW ESCAPE OF THE EMPEROR NICOLAS.—St. Petersburg, 9th August.—The Emperor was present a few days ago at some practices of the artillery, in exploding mines from great distance, the ignition being produced by means of galvanism. The bridges were blown up; but in acting upon the second the experiment had been very nearly fatal to the Emperor. The charge was either too powerful, or a false calculation of the distance was made. The force of the explosion was so great that an immense beam and several other fragments fell several yards behind the spot where his Majesty was stationed. He did not show the slightest emotion, and desired that neither the inventor of the process, nor the officer who had the direction of the experiment, should be subjected to any reprimand. Having, however, afterwards learnt that a gunner had been mortally wounded, his Majesty ordered the officer to be put under arrest, but the next morning he was set at liberty.

## FROM THE LONDON GAZETTE.

Tuesday, August 29.

## INSOLVENT.

Aug. 29.—W. A. Rocher, Broadwall, Blackfriars, wine merchant. BANKRUPT.

A. Knox, Maddox-street, Hanover-square, tailor. [Cook and Saunders, New Bond-street, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649,



CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Sept. 19.

H. O. Cadney, Halifax, Yorkshire, corn dealer—H. Beverly, Manchester, horse-dealer—S. Peasall, Leamington Priory, Warwickshire, plumber—S. Cardigan, Lincoln, merchant—J. Trenchard, Darlington, Durham, common brewer—H. J. R. Worthy, East Stonehouse, Devonshire, bill broker—R. Battley, South Shields, Durham, woolen-draper—C. Eldridge, Brighton, builder—W. May, Manchester, draper—J. Rudman, Bath, fruiterer—W. Smelt, jun., Manchester, merchant—W. Austin, Abchurch-lane, tavern keeper.

## Friday, September 1.

## INSOLVENTS.

Aug. 31.—John Mulholland and William Mulholland, Liverpool, merchants.

## BANKRUPTS.

Rees, Stratford, Essex, chemist. [Smithson and Co., Southampton-buildings, Chancery-lane.]  
 Bead and J. B. Herbert, Gloucester, timber-dealers. [Jones, Crosby-sq., London.]  
 Butt, Ledbury, Herefordshire, grocer. [Gregg and Co., New Rowwell-court, Lincoln's Inn.]  
 Hitchens, otherwise called O. A. Hitchens, Fordingbridge, Southampton, currier. [Cudwell, Manchester, baker.] [Milne and Co., Temple.]  
 H. Preston, Derby, lacemaker. [Johnson, Son, and Co., Temple.]  
 H. Shuard, Tibberton, Worcestershire, builder. [White and Co., Bedford-row.]  
 Palmer, sen., Stapleford, Nottinghamshire, and T. T. Barker, Sandiacre, Derbyshire, cotton doblers. [Willett and Co., Essex-street, Strand.]  
 S. Stocker, Birmingham, machinist. [Gern and Co., Lincoln's Inn-fields.]  
 S. Turner, Birmingham, ironmaker. [Chaplin, Gray's Inn-square.]  
 Barrow, Ashton-under-Lyne, innkeeper. [Addington and Co., Bedford-row.]  
 S. Devouport, Chester, woolen draper. [Chester, Staple Inn.]  
 H. Haisworth, Staningley, Yorkshire, cloth manufacturer. [Few and Co., Hendrietta-street, Covent-garden.]  
 Dorset, Hermonceux, Sussex, grazier. [Gell and Co., Lewes.]

## DIVIDENDS.

Sept. 5, T. Wells, Mincing-lane, sugar broker—Sept. 25, J. Mallit, Abergavenny, sugar broker—Sept. 25, J. Wilks, Watling-street, Irish linen warehouseman—Sept. 23, R. Cannon, Southampton-row, livery-stable keeper—Sept. 23, C. Ryland, Birmingham, merchant—Sept. 23, R. Hudson, Birmingham, currier—Sept. 23, J. Smith, Birmingham, gilt toy maker—Sept. 23, T. Cape, Lincoln, corn factor—Sept. 23, W. Josell, Birmingham, ivory box-case maker—Oct. 9, W. Terry and J. Terry, Bath, ironmongers—Sept. 2, E. Cardigan, Leamington, plumber—Sept. 2, J. J. Shaw, Bishop, Wearmouth, draper—Sept. 2, C. Robbins, Birmingham, draper—Sept. 27, W. Paget, Birmingham, hosier—Sept. 28, A. H. Lees, Bliston, Staffordshire, iron master—Sept. 29, J. Lees, Bliston, Staffordshire, draper—Sept. 1, H. Wilson, Wigan, Lancashire—Sept. 28, C. Winn, Birmingham, victualler.

CERTIFICATES to be granted, unless cause be shown to the contrary on or before Sept. 22.

G. Brook, J. Raper, and B. Brook, Leeds, iron founders—D. Beckham, Green-grove-court, Old Bailey, stereotype founder—G. Miller, Bath, victualler—T. J. George, George-place, Acre-lane, Brixton, brass founder—J. Hall, Savage-gardens, Lower-hill, wine merchant—D. Crow, Sheffield, tanner—J. Bragg, High-street, Rye, wharfinger—R. W. Openshaw, Prestwich, Lancashire, brewer—J. B. Gales, Plymouth, latter—W. Rose, Dover-street, Piccadilly, wine merchant.

## COMMERCIAL INTELLIGENCE.

**THE COLONIAL MARKETS.**—The market for West India sugars remains in the same inactive state as last week; the grocers as well as the refiners have purchased sparingly, although in some instances easier terms would have been accepted; but we cannot quote any decided reduction in the general currency of the market. A parcel of Barbadoes brought from 99s. 6d. to 65s. per cwt. The purchases for the week cannot be said to be more than 2000 hds.

**EAST INDIA SUGARS.**—There is no alteration to notice in the prices of Bengal; but a fair business has been done for home consumption. The market is still supplied with Siam and Java. No sales in Manila, the holders not being disposed to accept the reduced offer of buyers.

**Refined Sugars.**—The market for refined sugars has been dull since our last, and only supplied; the demand from the home trade has been very limited, they only purchasing to supply their immediate wants. For export, but little business has been done, the refiners refusing to sell fine crushed under 32s. 6d. per cwt; powder having brought 74s. to 75s.; Hambro' ditto, 80s. to 85s.; double refined, 90s. to 100s. per cwt.

**COFFEES.**—The market for West India coffees remains inactive, but in prices no particular alteration can be quoted; the unclean and middling qualities have been difficult to sale, whilst the good clean descriptions found a better market at last week's rates. At public auction 224 casks were brought forward, chiefly Jamaica; fine qualities sold at 102s. to 105s.; and the middling qualities at 100s. to 102s. per cwt. There has not been much business done in Ceylon, but the holders are firm, and purchases were made with difficulty at the prices of last week.

**TEAS.**—The tea market continues to wear a very active appearance, and prices are still improving; a good deal of business has been done in Bohea at 2s. 3d. per lb. Ceylon has again been taken off readily at stiff prices; Twankays are in good demand, and yellow leaf teas are selling at 1s. 5d. per lb. in bond. There is some request for Hysons, and 2d. per lb. advance paid for low qualities. The East India Company's sales commence on Monday next.

**HOPS.**—There is but little business doing in any description of hops, prices may be quoted nominally the same as last week. The account from the country generally is favourable, and the duty is estimated at 200,000.

**TALLOW.**—There has been a steady demand this week for tallow, chiefly from foreign and country trade; but owing to large quantities being pressed upon the market, rather lower prices have been accepted, parcels selling on the spot at 39s. 3d. per cwt. The accounts from St. Petersburg report the market without alteration; a good deal of tallow was shipping for England.

## CORN EXCHANGE, September 1, 1837.

Wheat... p. Qr. 50s to 64s | Malt... p. Qr. 50s to 60s | Oats... p. Qr. 22s to 30s  
 Barley... 30s to 36s | Peas... 24s to 40s | Bran... 12s to 13s  
 Beans... 26s to 33s | Beans... 38s to 41s | Pollard... 14s to 20s

**AVERAGE PRICE OF GRAIN, per Quarter.**  
 Wheat... 29s. 6d. | Barley... 23s. 2d. | Rye... 35s. 3d. | Beans... 37s. 5d. | Peas... 36s. 7d.  
 AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.  
 Wheat... 32s. 1d. | Barley... 22s. 11d. | Rye... 36s. 2d. | Beans... 37s. 4d. | Peas... 36s. 1d.

**DUES ON GRAIN FROM BRITISH POSSESSIONS OUT OF EUROPE.**  
 5s. 8d. | 13s. 10d. | 15s. 9d. | 15s. 6d. | 14s. 0d. | 15s. 6d.  
 Duties on Grain from British Possessions out of Europe.

**FLLOUR, per Sack.**  
 Own made... 50s to 55s | Essex & Suffolk, on board... 40s to 45s  
 40s to 45s | 45s to 50s | Norfolk and Stockton... 40s to 42s

**PRICES OF SEEDS.**  
 Corn... 48s to 56s | Clover Seed... 14s to 16s per Cwt.  
 11s to 10s per 1000 | 11s to 10s per 1000  
 32s to 34s per Last | 32s to 34s per Last  
 50s to 60s per ton | 50s to 60s per ton  
 44s to 50s per Cwt. | 44s to 50s per Cwt.

**SMITHFIELD, FRIDAY, SEPTEMBER 1.**  
 To slake the offal—per 8lb.

Beef... 2s. 2d. | 2s. 8d. | 4s. 10d. | Veal... 4s. 6s. 4s. 2d. 5s. 0d  
 2s. 2d. | 2s. 8d. | 4s. 10d. | 4s. 6s. 4s. 2d. 5s. 0d  
 Head of Cattle this day—Beasts, 25-42 | Sheep, 23-50; Calves, 17s; Pigs, 32d.

**NEWCASTLE AND LEADENHALL—By the Carcase.**  
 Beef... 3s. 6d. 3s. 10d. 4s. 4d. | Veal... 3s. 4d. 4s. 4d. 5s. 0d  
 3s. 6d. 3s. 10d. 4s. 4d. | 3s. 4d. 4s. 4d. 5s. 0d

**ROMFORD.**  
 Beef... 3s. 6d. 3s. 10d. 4s. 4d. | Veal... 3s. 4d. 4s. 4d. 5s. 0d  
 3s. 6d. 3s. 10d. 4s. 4d. | 3s. 4d. 4s. 4d. 5s. 0d

**BARK.**  
 English Oak (load)... 14 0 to 16 0 | Mimosa (per ton)... 12 0 to 14 0  
 Foreign (per ton)... 6 0 to 7 0 | Valonia... 17 0 to 20 0  
 7 0 to 8 0 | 7 0 to 8 0

**TIMBER (per load).**  
 Quebec Oak... 0 0 to 6 0  
 Quebec Pine, red... 0 0 to 6 0  
 Rigby... 0 0 to 6 0  
 Dantzic and Memel... 5 5 6 to 5 12 6

**PURCHASES OF COPPER ORES AT REDRUTH, AUGUST 17.**

Purchasers. Mines. Tons. Total. Price. Amount. Total Amount.

MINES ROYAL. Tresavean... 71 | 6 3 6 | 438 8 6 | 1672 9 0  
 Wheal Gorland... 95 | 4 1 0 | 384 15 0 |  
 Wheal Damsel... 42 | 7 3 6 | 566 16 6 |  
 Wheal Damsel... 42 | 6 14 6 | 282 9 0 |

2. ENGLISH. Tresavean... 47 | 2 8 0 | 112 6 0 |  
 Tintagel... 12 | 3 1 0 | 38 12 0 |  
 Fowey Consols... 37 | 6 1 0 | 223 17 0 |  
 Fowey Consols... 42 | 7 7 6 | 457 0 0 |  
 South Polgoth... 111 | 5 7 0 | 593 17 0 |  
 South Polgoth... 21 | 7 9 0 | 166 9 0 |

4. CROWN. Tresavean... 37 | 6 1 0 | 223 17 0 |  
 Tresavean... 68 | 7 11 0 | 513 8 0 |  
 Wheal Charlotte... 72 | 3 10 0 | 282 0 0 |  
 Rouse's Ore... 64 | 3 0 0 | 192 0 0 |  
 Rouse's Ore... 8 | 2 12 0 | 20 16 0 |

W. WILLIAMS. Fowey Consols... 113 | 6 1 0 | 683 13 0 |  
 Fowey Consols... 35 | 2 17 0 | 156 15 0 |  
 Cardew Consols... 31 | 4 14 6 | 146 9 6 |

1088 | 25693 8 6

## METEOROLOGICAL JOURNAL, 1837.

July	Thermometer.	Barometer.	July	Thermometer.	Barometer.
Thurs. 24	44 to 69	30.08 to 30.10	Monday 28	50 to 63	29.98 to 29.73
Friday 25	32 to 67	30.11 to 30.06	Tuesday 29	42 to 61	29.53 to 29.40
Satur. 26	37 to 70	29.84 to 29.85	Wednesday 30	41 to 57	29.34 to 29.42
Sunday 27	32 to 60	30.03 to 30.09			

Winds N. E. and N. W. Except the 24th, 25th, and 27th, generally cloudy, with frequent showers of rain; a violent storm of thunder and vivid lightning, accompanied with heavy rain, from about a quarter past eleven A.M., till about a quarter to two P.M., on the 26th, and thundering at times during the afternoon of the 30th.

Rain fallen two inches and .225 of an inch; of which one inch and .2 fell during the storm of the 26th.

Edmonton. CHARLES HENRY ADAMS.

## GOLD AND SILVER.

Foreign Gold in Bars (standard)	... per oz. £3 17 9
Foreign Gold in Coin, Spanish Doubloons	... 3 14 6
20 Franc pieces	... 3 16 2
New Dollars	... 0 4 9
Silver in Bars (standard)	... 0 4 11 1/2

## PURCHASES OF COPPER ORES AT REDRUTH, AUGUST 24.

Purchasers.	Mines.	Tons.	Total.	Price.	Amount.	Total Amount.
MINES ROYAL.	United Mines	94	6 16 0	639 4 0		
1. Co.	Carnbrae	18	19 11 0	169 18 0		
2. ENGLISH.	Consolidated Mines	78	5 19 0	464 2 0		829 2 0
COOPER CO.	Carnbrae	81	4 5 6	346 5 6		
3. VIVIAN & FOWEY CONSOLS.		159	4 10 0	481 10 0		810 7 6
4. FREEMAN & CO.	Consolidated Mines	69	5 16 0	400 4 0		481 10 0
CO.	St. George	57	5 3 0	268 11 0		
	St. George	34	5 13 0	164 14 0		
	Godolphin	63	5 13 0	367 15 0		
	Carnbrae	17	8 1 0	453 17 0		
	Carnbrae	58	10 11 0	169 18 0		
5. GARNETT & CO.	Great St. George	48	4 6 6	207 12 0		1864 9 0
CO.		28	2 7 6	66 10 0		
6. CROWN.	Consolidated Mines	99	9 16 6	884 5 0		274 2 0
COOPER CO.	United	62	9 12 0	595 4 0		
		34	6 2 6	230 15 0		
7. NEVILL, SIMS, DRAKE, AND CO.	St. George	116	5 0 6	582 18 0		2202 4 0
	St. George	27 1/2	3 0 0	82 10 0		
		38	3 15 0	142 10 0		
8. WILLIAMS, FOSTER & CO.	Consolidated Mines	112	6 11 0	736 8 0		507 18 0
		99	5 12 0	554 4 0		
		84	9 18 6	833 14 0		
		78	8 6 0	695 18 0		
		65	9 0 0	565 0 0		
	United Mines	121	6 15 0	816 15 0		
	St. George	69	5 2 0	381 18 0		
		27 1/2	3 0 0	82 10 0		
		54	9 6 0	502 4 0		
		39	6 18 6	307 0 0		
	Fowey Consols	119	6 9 6	770 16 0		
		103	4 11 6	471 4 6		
	Poibreen	18	11 0 0	198 0 0		
		1039 1/2				7467 17 6
		2242				14677 10 0

## SALE OF COPPER ORES AT SWANSEA, Sampled Aug. 9, and sold at Swansea, Aug. 30.

Mines.	Tons.	Standard.	Price.	Purchasers.	Mines.	Tons.	Standard.	Price.	Purchasers.
Knockm. 138.	94 1/2	7 17 6	Grenfell.	Chill 98.	87 1/2	13 9 6	Williams.		
do. 102.	91 1/2	8 15 0	Williams.	do. 75.	80 1/2	12 6 0	Nevill.		
do. 100.	93 1/2	8 9 6	—	do. 83.	26 18 0	—	—		
do. 63.	95 1/2	8 9 6	—	Ballymur. 85.	123 1/2	2 7 6	Crown Co.		
do. 61.	94 1/2	8 2 0	—	do. 82.	109 1/2	3 15 0	—		
do. 60.	96 1/2	7 2 0	—	do. 76.	119 1/2	2 6 6	Benson.		
Tigrony. 71.	133 1/2	1 15 0	Vivians.	do. 42.	111 1/2	3 11 6	Crown Co.		
do. 68.	108 1/2	4 7 6	Nevill.	do. 44.	112 1/2	3 11 6	Benson.		
do. 69.	101 1/2	5 4 0	Williams.	do. 7.	120 1/2	2 11 0	—		
do. 62.	103 1/2	4 14 0	Vivians.	Coburn. 67.	88 1/2	13 12 6	Williams.		
do. 47.	113 1/2	3 11 0	Nevill.	do. 59.	87 1/2	14 7 6	Grenfell.		
do. 33.	104 1/2	4 10 0	Freemans.	do. 56.	88 1/2	13 3 0	Vivians.		
do. 22.	133 1/2	1 15 0	Crown Co.	do. 44.	89 1/2	13 18 0	—		
Cronbane. 85.	109 1/2	3 18 0	Vivians.	do. 37.	86 1/2	14 3 0	—		
do. 31.	143 1/2	1 10 0	Grenfell.	Norway. 50.	83 1/2	26 3 6	Williams.		
do. 28.	143 1/2	1 10 0	—	Ballygah. 43.	113 1/2	3 11 6	Grenfell.		
Chill 100.	842 1/2	17 2 6	Vivians.	do. 2.	116 1/2	3 5 0	—		
do. 85.	88 1/2	17 2 6	Williams.	do. 1.	116 1/2	3 11 6	—		
do. 26.	87 1/2	2 6 0	—	N. Wales 12.	9 1/2	19 8 0	—		

## TOTAL PRODUCE.

Knockmahon	524.	£4278 5 6	Coburn	263.	£2632 11 0
Tigrony	499.	£1734 10 0	Norway	50.	£1308 15 0
Cronbane	416.	£674 10 0	Ballygahan	46.	£163 4 0
Ballymurtagh	358.	£1122 19 6	North Wales	12.	£136 16 0

Copper Ores for Sale the 13th September.—Allihies, 96; ditto, 86; ditto, 80; ditto, 75; ditto, 72; ditto, 56; ditto, 48; ditto, 46.—Knockmahon, 128; ditto, 122; ditto, 98; ditto, 94; ditto, 64; ditto, 56; ditto, 18.—Ballymurtagh, 82; ditto, 80; ditto, 72; ditto, 60; ditto, 47; ditto, 45; ditto, 44; ditto, 44.—Chill, 100; ditto, 85; ditto, 75; ditto, 67; ditto, 59; ditto, 56; ditto, 44; ditto, 37; ditto, 31; ditto, 28; ditto, 26.—Cronbane, 116.—Llandidno, 64.—Valparaiso, 45; ditto, 6; ditto, 6; ditto, 2.—Syron, 52.—Brynnyfelin, 24; ditto, 10; ditto, 9.—Llanberis, 30.—Simmes Dylman, 14.—Total, 2688.

## SALE OF COPPER ORES AT POOL, Sampled August 16, and sold at Serpell's Hotel, Pool, August 31.

<i>Sampled August 16, and Sold at Serpell's Hotel, Pool, August 31.</i>							
Mines	Tons	Price	Purchaser	Mines	Tons	Price	Purchaser



## PRICES OF SHARES

JOINT STOCK BANKS.

Value of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount paid.	Price.	Dividend.	Interest.	Notes.
25,000	Agric. & Colon. of Irel.	25	10	—	—	—	—
5,000	Australasia .....	40	80	58	8	—	Jan
500,000	Bank of England .....	100	100	204	—	—	—
50,000	Bank of Birmingham ..	50	10	—	—	—	—
10,000	Birmingham Bank .....	50	5	—	10	—	Mar.
500,000	British Linen Co.	100	100	—	—	—	—
	British North Amer.	20	20	163	—	—	—
600,000	Commercial .....	100	100	183	24	—	—
	Colonial .....	100	24	24	—	—	—
3,000	Equitable Loan Co.	25	9	10	—	—	—
10,000	Foreign Banking Co.	3	3	9	—	—	—
600,000	Glasgow Union .....	50	50	65	—	—	—
10,000	GloUCEstershire .....	10	—	—	10	—	Feb.
5,000	Hampshire .....	60	5	—	—	—	Aug.
10,000	Harbottle & Co.	100	25	—	4	—	—
3,000	Devon & Cornwall .....	20	20	36	—	—	—
30,000	London & Westmins.	100	20	202	5	—	Mar.
3,000	LANCASTER .....	10	20	4	—	—	Aug.
25,000	Liverpool .....	10	10	21	—	—	—
50,000	London & Lancashire ..	100	17	56	—	—	—
25,000	London Joint Stock Co.	100	17	9	6	—	Mar.
50,000	Manchester & Liver. Dis.	100	25	27	—	—	Aug.
20,000	Manchester .....	100	25	27	—	—	—
28,000	Monm. & Glamorg.	20	10	134	12	—	—

North & South Wales	20	5	..
National Scotland..	..	10	154
North Bank of Ireland	50	17	121

20,000	Nat. Bank of Ireland	50	17½	12½	5	-
10,000	Nat. Provinci. Eng.	100	55	33	5	Jan.
30,000	Nor.&Cnt. B. of Eng.	10	10	..	5	-
10,000	North Wales.....	25	5	5	7	Dec.
20,000	Prov. Bk. of Ireland	100	25	39½	8	Jan.
4,000	Ditto New .....	10	10	15	8	-
100,000	Royal of Scotland...	100	..	..	..	-
7,000	South African.....	..	6	5	..	-
20,000	S. of Ireland, Cork...	25	5	5	5	-

50,000	Western of Scotland	..	30	..	..	..
50,000	W. of Eng. & S. W. Dis	20	10	124	..	..

20,000 Wilts and Dorset ..	15	74	94	..
<b>AS LIGHT AND COKE COMPANIES</b>				
00 Alliance ..	10	8	3	..
00 Batty ..	20	25	24	18 Sept.
00 Bradford ..	20	25	20	10 ..
00 British ..	40	16	21	14 Nov.
00 Do. Provincial ..	20	19	22 1/2	..
028 Birmingham ..	50	50	94	54 Sept.
00 Birm. & Staffordshire ..	50	50	86	4 ..
00 Brentford ..	50	50	30	4 April
050 Bristol ..	20	20	36	2 Feb.
00 Brighton ..	20	20	11	38 ..
05 Do. New ..	20	18	9	34 ..
071 Brighton, General ..	30	20	17	44 Nov.
05 Carlisle ..	25	..	..	..
00 Continental Consolidat.	75	62 1/2	85	Nov.
40 Canterbury ..	50	50	60	6 Jan.
00 Chelmsford ..	50	50	42	4 Dec.
00 Cheltenham ..	50	50	73	8 Oct.
00 City of London ..	100	100	180	10 Sept.
00 Do. New ..	100	60	112	6 Dec.
00 Coventry ..	25	25	25	..
00 Derby ..	50	50	..	..
00 Dover ..	50	50	..	..
00 Dudley ..	20	20	20	5 ..
00 Edinburgh Coal Gas ..	25	25	25	..
Edinburgh and Alloa ..	..	14	..	..
00 Exeter ..	50	50	..	..
00 Equitable ..	50	42 1/2	28 1/2	44 April
00 European ..	20	7	..	..

0 Greenwich Railw. Gas	..	1	..	..
0 Imperial	50	50	44	91

Do. Bonds	100	100	4	28	—
Do. Ipswich	100	100	—	—	—
Do. Isle of Thanet	25	20	20	5	Aug
Do. Independent	30	30	49	6	Oct
Do. Leicester	50	50	—	—	—
Do. Leith Coal Gas	20	20	—	—	—
Do. Liverpool	242½	242½	310	22	—
Do. N. Gas and Coke	100	100	—	—	—
Do. (New Do.)	—	60	—	—	—
Do. Maidstone	50	50	100	9	Feb
Do. Phoenix	50	39	21½	3	June
Do. Portsea	—	53	—	—	—

Poplar .....	50	50	..	..	—
Ratcliff .....	100	80	55	4	Sept

Rochdale	50	15	—	—
South Metropolitan	50	19	24	Aug
Sheffield	—	164	—	—
Shrewsbury	—	10	—	—
Swansea	50	50	—	—
United General	50	46	25	5 Jan
Warwick	50	50	50	5 Jan
Wakefield	25	25	22	14 Jan
Warrington	20	20	22	1 Dec
Westminster Chartered	50	50	48	3 Oct

Ditto New.....	50	10	9	12s	Dec.
Worthing .....	50	50	..	5	Aug.

Yarmouth.....					
<b>DOCKS.</b>					
90 Commercial.....	100	100	55	3	Jan
97 East India..... Stock	100	100	110	6	Sept
96 Ditto Additional.....	..	..	..	4	..
8 East Country.....	100	100	18	..	..
10 London..... Stock	..	..	53	24	Dec
Ditto Bonds.....	..	..	..	..	..
90 West India..... Stock	..	..	95	44	Dec
9 Bristol.....	147	147	80	219	Dec
4 Ditto Notes.....	..	..	113	5	Nov
2 Folkstone Harbour	50	50	..	..	..
Ditto Bonds.....	..	..	..	5	..

Grand Corner Docks	50	1	..	..	-
St. Katharine.. Stock	100	100	92½	4½	Jan

5 Dito Bonds .....	..	..	100	4	Oct
Do. Bonds for 10 years .....	..	..	99	42	Oct
Shoreham Harbour .....	..	..	..	..	..
Deptford Pier .....	20	3	..	..	..
Herne Bay Pier .....	..	..	..	..	..
<b>BRIDGES.</b>					
Hammermith .....	50	50	..	10s	Jan
Metropoli. Suspension .....	30	2	..	..	..
Southwark w. new sub. .....	63½	63½	2	..	Dec
Do. New of 7½ per cent. ....	50	50	14	1½	..
Fauxhall .....	70½	70½	16½	17s	..
Waterloo .....	100	100	44	..	..
Do. old Annals of 9½ .....	100	60	15½	18s 6	Feb
Do. new do. of 7½ .....	40	40	15½	16s	Feb
Ditto Bonds .....	..	..	11s	5	Feb
<b>WATER WORKS.</b>					
Birmingham .....	2s	2s	..	9s	..
Leicester .....	100	100	..	..	..
East London .....	100	100	140½	6	Jan

Grand Junction.....	41½	41½	51	26	Jan
Edinburgh Joint Stock	25	25			—

Liverpool Bootle .....	100	100	43	2	Jan.
New River London. Bridge	220	220	326	10	Jan.
Water Annuities .....	...	...	58	28	Oct.
Manchester & Salford ..	100	30	534	11	Mar.
Orkney Island .....	50	50	...	...	...
Portsmouth & Farlington	50	50	1	...	...
St. New .....	50	50	22	1	Mar.
Ramsgate .....	10	8	10	...	...
Rushhall, late So. Lond.	100	100	...	...	...
St. Middlesex .....	634	634	804	27	Dec.
St. Building Co. L. P.	100	100	35	1714	Oct.

**ROADS.**

Archw. and Kent Tr.	30	30	...	188	188
Barking .....	100	100	224	14	...
Barnham .....	100	100	75	5	...
Co. East India Dock Bk.	100	100	...	...	...
Great Dover Str.	...	70	...	216	...
Highgate Archway .....	...	3048	2	...	...
New North Rd. Stock 100	...	...	...	...	...

**LITERARY INSTITUTIONS.**

Acad. Gal. of Science	50	...	...	...	...
London, W. Bronze Tick	784	784	204	...	...
London University .....	100	100	24	...	...
Russell .....	100	...	25	9	...
St. Maria College .....	100	100	...	...	...

100

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